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Diary Dates...

January 20th 2008

IPMS Bolton present the 8th Bolton Model Bonanza which will be held at St. Josephs RC High School, Chorley New Road, Horwich, Nr Bolton. BL6 6HW. Free on site parking. Open from 10am - 4pm. Adults £2.50, Children £1
For information contact:
ipms.bolton@btopenworld.com

February 3rd

IPMS Milton Keynes present ModelKraft 2008 to be held at the new venue of Stantonbury Leisure Centre, MK14 6BN. Open 10am - 4pm with over 500 free car parking spaces. A café will be offering refreshments.
www.mksmc.co.uk

February 17th

IPMS Wakefield present 'Huddersfield 2008' to be held at the Huddersfield Sports Centre, Southgate, Huddersfield, West Yorkshire HD1 1TW. For information go to <http://groups.msn.com/ipmswakefield/huddersfield08.msnw> or andrewschofield@yahoo.co.uk

February 24th

The South Cheshire Militaire celebrates its 25th Anniversary show at the Oakley Centre, Crewe, Cheshire.
For more info visit:
www.southcheshiremilitaire.co.uk
email: show@southcheshiremilitaire.co.uk or call Phil on 01270 256880

March 16th

The Potteries Model Show will be held at Meir Community Centre, Pickford Place, Meir, Stoke-on-Trent, ST3 7DY. Doors open at 10am. There will be club displays, traders, an open competition and refreshments on site. For further information please contact Alan Ewart on 01782 388892 or Mick Copestake on 01782 392353 alternately email ewaal253@aol.com

April 6th

Shropshire Scale Modellers in association with RAF Cosford present the Shropshire Model Show to be held at the RAF Museum at Cosford. Trade stands, Club displays and Open Competition. Free admission and parking. Contact Gary Stevens: gary473@btinternet.com



EXPERT MODELKRAFT DVDS

The latest productions from Compendium Films feature our very own group Editor, Marcus Nicholls, although admittedly he did use a body double for some of the scenes!

Having seen the finished models he worked on, these two DVDs should prove excellent guides for anyone wanting to improve their modelling skills. Available through www.airbrushes.com and www.historex-agents.com

NEW LIFECOLOR SET

The latest set of colours from Lifecolor should please Allied armour modellers as it contains six shades of Olive Drab.

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- UA 219 Olive Drab FS 33070
- UA 220 Olive Drab 319
- UA 221 Khaki O.D FS 34088
- UA 222 Olive Drab FS 34088
- UA 223 Olive Drab Faded Type 1
- UA 224 Olive Drab Faded Type 2

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WEATHERING WASH

We have just been made aware of this Promodeller Weathering Wash. It has been developed for accentuating panel lines and general weathering effects. You simply paint it on, allow to dry, then remove the excess with a damp cloth. It does not stain the surrounding paint. For more info and an informative video of it in use, checkout:

www.promodeller.com

Available in both light and dark, it comes in 50ml plastic screw top bottles. These should prove a great tool for both armour, aircraft and figure modellers alike.

Available from Hannants, Antics and Model Hobbies.



DARTMOOR MINIATURES WEBSITE

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www.dartmoormilitarymodels.com



BLUE STEEL III

For fans of the excellent Blue Steel series of books we have news of the latest edition on the M113 Carriers in South Lebanon. Judging by the previous editions in the series, this will be another 'must have' book for the collection. For more info visit: www.blue-steel.info



RESICAST'S LATEST

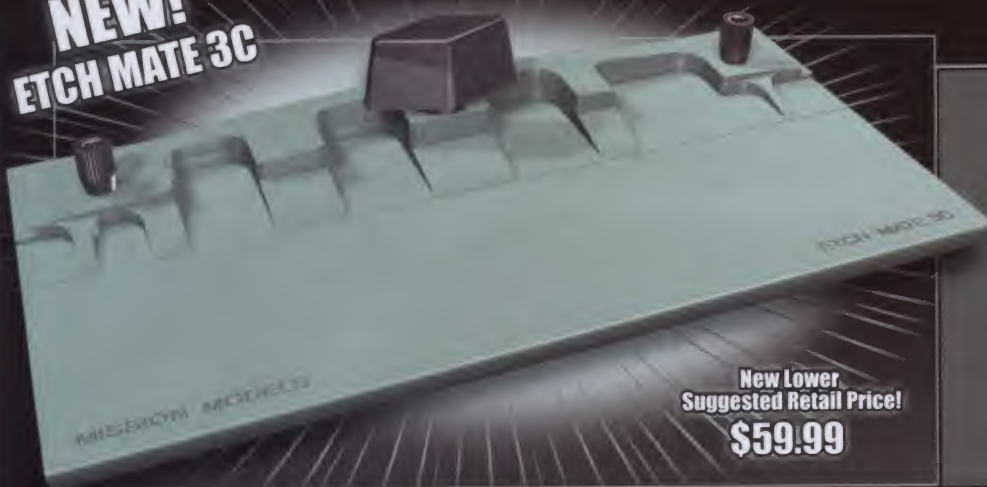
Resicast have just announced their latest sets which will keep fans of Allied armour happy. This month we have:

- 25pdr ammo boxes (35.287)
- UK tank accessories N°2 (35.288) (contains over 30 resin parts)
- Early suspension for M3 - M4 (35.224)

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BLITZKRIEG SPEEDER

Andy Willis previews Dragon's latest early war armour release, the Panzer II Ausf.F



With this model, Dragon has now released a state of the art kit of all the main German tanks used during the Second World War. It has not taken them long to achieve this feat, and they can now add different Ausfuhrungs (Marks) of each tank at their leisure. I was expecting a 'Smart Kit' to follow the other recent excellent releases in that growing range. What this means in practice is more parts including several pre-formed metal parts and a larger etched fret. There are several sprues from the Marder II as one would expect but plenty of brand new sprues and a new lower hull, the bump stops are different according to the 'Inside Story' leaflet which is inside the box. It does however keep the beefed up springs for the suspension from the Marder kit instead of giving new ones suitable for the basic Panzer II. There is also the trademark 'Magic Track' in two bags and slightly different shades of plastic; this is because

the tracks are handed so do not mix them up. The parts count is increased by a fairly complete interior for both the hull and turret. This seems a little strange as there are very few hatches to leave open on the Panzer II so most of the detail will remain unseen, unless an abandoned tank is modelled with all the access hatches open. The instructions are very busy: there are a lot of highly detailed parts that need adding so each stage is complex with plenty of arrows to carefully follow. As always, I would recommend sitting down and having a thorough run through of the instructions and also study the box to be fully aware of all the detail included in the box. One thing the instructions do not cover is when there is the option of two different parts e.g. the two styles of drive sprocket - there is no indication as to which option suits which decal option. While on the subject of the decals, there are seven different options covering the desert or Russia, this means panzer grey, desert sand or winter white tanks can

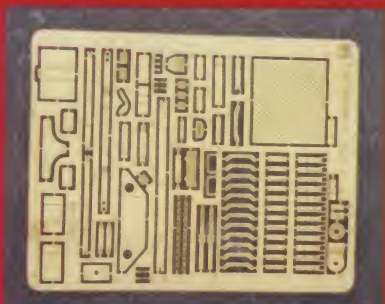
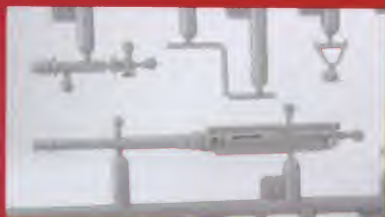
be recreated. Other highlights of this kit are the pre-drilled 20mm main gun, screw heads present on the turret top, tools with moulded on clasps or without, ready for the extra etch clasps. All the lifting hooks are there on the turret and hull, and the wheels are well detailed including the manufacturer's name on the rims of main and return rollers. There is a "but" with this model however: there is no turret rear stowage box provided - this would have been a nice addition and made this kit almost perfect. I cannot help feeling that another Panzer II with the rear turret bin will be released by Cyber-Hobby, and hopefully an earlier variant as well from Dragon. To conclude, this is yet another superb addition to the seemingly never ending Dragon range. This kit will also contrast nicely with the mass of O.D. kits that have been released recently. I am now left wondering what Dragon will release next as they still have it in them to surprise me. ■



Dragon have included their clever 'Magic Tracks', these tracks are moulded in different shades of grey for left and right hand fitting.



Dragon have thoughtfully pre-shaped some of the metal detail-parts included in the kit.





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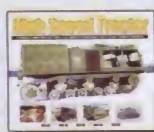


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Phil Hyslop makes a welcome return to modelling with Dragon's Panther Ausf.A

A M.A.N.'S TANK

After a 5 year sabbatical from modelling, I needed a suitable project to get myself back into the game, and as my last attempt at a Panther A some twenty years ago had long been consigned to the 1:35 scale scrap yard, I decided the current Dragon kit was the ideal option.

At the time, the kit available was the original version lacking the current 'Premium Edition' extras and refinements. However positive reviews at the time of its release convinced me a good rendition was feasible. Although I have an aversion to PE brass, the kit revealed many areas where detail was heavy and inarticulate and I initially felt that an aftermarket set would be needed.

Enquiries to friends revealed that the best option was the all inclusive package from Aber, the price of which was well in excess of the full kit. The cheaper option from Eduard proved to be ill thought out and difficult to use. I finally settled for the Eduard PE engine deck screens and retrieved a previously bought set of Model-Kasten tracks, which had provided sterling service as loft insulation through several North East winters, and perversely decided to use as much of the kit as possible.

ZIMMERIT

As my first intention was to apply the distinctive zimmerit pattern peculiar to Panthers built by the M.A.N factory, I assembled the basic hull. Even at this early stage,

I would advise caution and test fitting of component structures as the kit instructions are misleading. Being more adept with standard zimmerit patterns found on Tigers etc., and not having tried this configuration before, I anticipated a steep learning curve. Armed with my trusty grey/green Milliput, a No.7 PE tool from Tamiya and some scratchbuilt embossing and scribing tools made from 10 and 20 thou plastic card, I began with the lower hull sides. The reason for this being that any early rough spots would be later hidden by wheels and schurzen.

However, by the time I'd moved onto the upper hull, I was less than happy with the results. The grey/green Milliput was far too grainy for the technique I was using,

yet even after switching to extra fine white Milliput there was little improvement.

I found it difficult to achieve a uniform thickness in the coating, and discovered a complete inability to emboss the characteristic horizontal and vertical lines.

At this point, my good friend Dean Allison came to the rescue. Having already mastered the technique for his own Panther G which appeared in MMI No.7, his advice was invaluable. After chipping away much of my earlier work I began again.

The first step was to roughen any surface with some fine abrasive paper. I then applied the Milliput to the surface using the ball of my thumb to a depth of around 1mm. After wetting the

surface of the putty the Tamiya texturing tool was dragged vertically down through the putty while remaining in contact with the plastic surface. This needs to be done slowly with an easing of pressure as you approach the edge of the section. This results in the elusive uniform thickness, and prevents blank spots at the end of the sweep.

At each stage the tool must be cleaned of excess putty. After the Milliput has set for 30mins, the vertical and horizontal lines can be applied. I used two methods with my sandwich tools at this stage, the first was to emboss the lines 3 or 4 at a time by pressing the tool into the putty, hoping I had the alignment correct, and secondly to scribe the lines singularly which gives a better chance of achieving correct angles.

In some places this resulted in sharp edged lines, which I later softened with a No.2 paintbrush. The zimmerit process is without doubt time consuming, tedious and frustrating, but once mastered can add uniqueness hard to achieve with aftermarket products.

CONSTRUCTION

As stated previously, I was intent on using as much of the kit as possible for construction. By using 5 and 10thou plastic card and strip I managed to get by without the obligatory brass replacements. These included the mounting brackets for the cleaning rods tube, the track tensioner, hammer and the exhaust brackets.



Tech Tip!

The author used a combination of home made tools and Tamiya's zimmerit tool to emboss the distinctive pattern often seen on Panthers.

However, many of the kit parts had to be thinned down, which at times turned into a laborious process. Such items included the forward tool mounting brackets, which I achieved by attaching fine wet and dry paper to a flat surface and moving the brackets in a figure of eight fashion to ensure a uniform result.

Other items such as schurzen hangers, forward hatch retainers and rear stowage bin were painstakingly done with various needle and flat files. The wisdom of this procedure is doubtful I admit, as the time taken was probably longer than working with brass! One section I did come to regret was the spare track hangers on

the rear hull sides, which I again tackled with plastic strip, when brass would have been so much easier. The rest of the kit went together with few problems. I even found that the schurzen plates included in the kit were usable. At first glance they appeared to be warped, but once removed from the surrounding web of plastic, they were perfectly flat and suitably thin. The pioneer tools were detailed with Aber tool clamps and chains added to retaining pins. The periscopes added to the cupola were taken from a Premium Edition Dragon Elephant kit. The only scratchbuilt items needed were the cupola sighting vane and blanking cover ▶

The crew figures came from the Dragon 'Achtung Jabo' set. The heads were replaced with Hornet resin items available from Historex Agents.





The author chose to make the spare track retaining brackets from thin plastic card strip. With hindsight Phil thinks it would have been much quicker and easier to have used an etched brass set!



From this close up shot we can see how effective the author's Milliput Zimmerit technique is.



An important feature to remember when painting Panther wheels, is that the rims on the inner set get highly polished by being in constant contact with the track guide teeth.



A set of Model Kasten 'working tracks' were used to replace the kit tracks. Although time consuming to assemble they are worth the effort once finished. Model Kasten products are available in the UK from Accurate Armour.

◀ for the hull MG. The cupola MG mount was a detailed Tamiya item.

Fearing for my sanity, I spent two to three evenings assembling the Model Kasten track links. Although a mind-numbing exercise, I much prefer injection moulded tracks, I feel they have sharpness and finesse lacking in white metal.

PAINTING

As I had decided on a vehicle that saw service in Normandy with the Panzer Lehr division, I worked out a three colour camouflage scheme on some scrap paper before painting the model. The basic yellow coat was applied using various mixes of Humbrol 83 Ochre, 61 Flesh and 81 Pale yellow, which despite its title, not only lightens the mix but adds a richer tint. Following this, odd random patches of 63 Sand, 93 Desert Yellow and 103 Cream were airbrushed over the base coat, varying the tones from dark on lower vertical sides, to light on horizontal surfaces. This initial patchwork of colours can look garish at this stage, but later washes and weathering pulls the whole scheme together.

For many years now, I have

been using artist's gouache paint from Winsor & Newton for German camouflage patterns, thanks to the advice of my pal Dave Parker. Not only does this medium have a richness of tone, it flows effortlessly through my aging Badger airbrush. I use very few colours for this process, mainly Vandyke Brown and Olive Green, and a whole range of tints can be achieved with the addition of Yellow Ochre and Cadmium Red to either.

Using a Badger 200 airbrush with an extra fine tip and needle

a technique to get round this problem using wet decals. I first paint the area to be marked with Johnsons Klear floor polish and allow it to dry. Then placing the appropriate marking on the model, I paint over the decal with artists turpentine and allow the decal to soften. Several applications are usually needed until a point is reached where the decal is pliant enough to be gently pressed into the Zimmerit grooves with a fine paint brush. I realise this is a method used by modellers using

included in earlier Tamiya kits being particularly user friendly.

After a final coat of Klear over the markings I then sealed the whole model with several light coats of matt varnish.

WEATHERING

There are now a myriad of radical weathering techniques introduced down the last 10 years, some of which I decided to try for the first time in the painting of this model. Preliminary washes (or filters as they are now termed) were first applied. These included both dark pin washes using artist's oil paints around raised detail and within recesses, and thin overall washes of burnt and

raw umber over the surfaces to provide the first layers of dirt.

Rain streaks were added using fine lines of yellow ochre which were then softened with distilled turpentine.

Although drybrushing with lighter tones has gone out of fashion, I have found that using light, stabbing motions rather than brushing, is another way of adding dirt, wear and tear and variations of base colour and camouflage.

The last stage of weathering

"The periscopes added to the cupola were taken from a Premium Edition Dragon Elephant kit"

assembly, remarkably fine lines can be achieved by simply adding water to the gouache. Again, once the initial pattern was applied, I over sprayed with varying tones of green and brown. Once happy with the overall scheme, I like to apply the markings at this stage.

DECALS

With Zimmerit covered surfaces, ideally the markings should be hand painted. As my ability to do this is pathetic, I developed

Micro-Sol and Set but I have found these solutions are not powerful enough for my requirements. It is worth mentioning that with certain decals even distilled turpentine is not strong enough, in which case I have been obliged to use cellulose thinners to soften the decal appropriately, however great care is needed in order not to destroy the marking or the paint beneath. I would suggest experimentation with various decals to anyone wishing to attempt this. Those

entailed scuffs and scrapes in the paintwork. Feeling myself to be still a novice at this technique, I tried hard not to overdo this stage, concentrating on surfaces which the crew would walk about on and scuffs to the schurzen. I found that mixing up Humbrol 33 Black, 100 Red-Brown and 27 Sea Grey gives a convincing rendition of deep scratches, whilst 83 Ochre and 103 Cream can be used for superficial scrapes. As a lot of Panzer Lehr Div. Panthers were destroyed by fighter bombers and artillery before they saw any action I felt battle damage could be kept to a minimum with this model.

To avoid constant handling, the wheels and tracks were left off the model to be painted and weathered separately in much the same way. One extra touch was to simulate the burnished metal edge on the 2nd row of wheels, with graphite and silver Karisma colour pencils. The tracks were airbrushed in a dark brown shade, drybrushed (eek!) with various yellow browns and greys, and daubed with various shades of brown pastels from the Rembrandt range. Finally the relevant areas of wear were given the silver and graphite pencil treatment.

FIGURES

After spending a ridiculous amount of time trying to compose a crew from various resin and plastic sources, I settled for the 'Achtung Jabo' set from Dragon. By replacing all heads with Hornet items and a little surgery to arms and hands, I finally found a configuration I was happy with. Although the box art has the crew

looking skywards I decided that something on the horizon was grabbing their attention. Due to my aforementioned long lay off, I approached the figure painting with some trepidation, and began with the driver figure, leaving the full figure on the rear deck until the end, the anticipated steep learning curve showing improvement with each figure.

Choosing a colour for Reed Green uniforms proved a challenge, as every reference I have shows a different shade. I finally settled on a mixture of Humbrol 31 Slate Grey, which has a greenish tinge, 80 Grass Green lightened with a little 61 Flesh. Highlights were added using more 61 Flesh and shadows by adding more 31 Slate Grey and 33 Black to the base colour.

By mixing enamels with oils for

the flesh tones I have found this gives the best of both worlds, no excessive sheen from the oils, but still allowing shades to be easily blended.

CONCLUSION

This project began as an exercise in getting re-acquainted with an old friend but quickly evolved into the love-hate relationship I'm sure all modellers are familiar with. I didn't start out with the intention of writing an article about it, (hence the lack of construction photos) especially as this particular model has been superseded by a superior edition. But I hope I have illustrated that basic modelling skills and materials combined with dogged (insane) determination, can still be utilized to bring a less elaborate kit up to at least an equivalent standard. ■



MEET THE AUTHOR

My name is Phil Hyslop and I live in the north east of England. I've been modelling German AFVs off and on for around 25 years. For most of that time I have been a member of IPMS Tyneside which is attended by some very talented and helpful individuals. I am also fortunate to share my life with a lovely lady called CJ who not only helped with the writing of this article and the photographs, but actively encouraged me to get back into modelling and is herself an accomplished figure painter. How cool is that? ■

Modelspec

Dragon Panther A late type

Kit No.6168

Materials

Dragon Panther A late type, kit No.6168
Model-Kasten Panther tracks, late model kit No.SK10
Aber PE tool clamps. Set No.35A20
Aber PE chains. Set No.35A16

Paints used

Humbrol Enamels: 33 Matt Black, 27 Sea Grey, 31 Slate Grey, 61 Flesh, 80 Grass Green, 81 Pale Yellow, 83 Ochre, 93 Desert Yellow, 100 Red Brown, 103 Cream, 49 Matt Varnish
Winsor & Newton Gouache: Olive Green, Vandyke Brown, Yellow Ochre, Cadmium Red
Rembrandt Pastels: Burnt Umber, Burnt Ochre, Yellow Ochre, Raw Sienna, Gold Ochre.

References

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The Quest for Combat Supremacy
Thomas L. Jentz. Publisher, Schiffer books.
(ISBN 0887408125)
Panther.
Uwe Feist & Bruce Culver. Ryton Publications.
Achtung Panzer No.4.
Koji Ogawa/Dai Nippon Kaiga. (ISBN 4499226716)
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Winsor & Newton gouache Vandyke Brown and Olive Green were used to create the camouflage pattern.



Jim Carswell casts an eager eye of over Cromwell Models' much wanted Nagmachon conversion for the AFV Club Centurion.



NAGMACHON

The Nagmachon (Centurion APC with added belly armour and reactive armour modules) is a vehicle quite unique to the Israeli Defence Forces. Based on older Centurion Sh'ot-Kal hulls, the Israelis have added a new upper hull superstructure and additional 'Blazer' armour to create an ideal Counter-Insurgency vehicle. The 'birdcage' nick-name refers to the look of the protective shields placed atop the fighting compartment to protect the crew. This is to differentiate between another Nagmachon version announced by Cromwell, one with a larger, fully enclosed 'doghouse'.

The new Cromwell conversion kit is meant to be used with the relatively recent release of AFV Club's Centurion kit. Either the Australian or 'NATO' versions will do; all you will be using is the lower hull and running gear bits. My first impression of the Cromwell conversion is very positive - crisply moulded, detailed, and very complete. This comprehensive conversion (just over 200 individual parts) comes packaged in 10 zipper-locked bags protected by a length of bubble wrap for additional protection. The

adequate seven page instruction sheet consists of line drawings, keep in mind none of the parts are numbered, but should be fairly easy to track down. A pleasant surprise are new idler wheels that are of a different design than the Centurion gun tank, and seem quite common with other Israeli Centurion based vehicles such as the earlier Nagmash'ot; and the later Puma and Nakpadon.

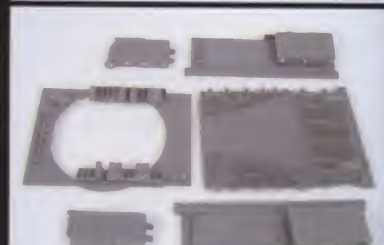
Since the Nagmachon was based on re-engined Sh'ot-Kals, the upper engine deck and rear hull were changed, and these parts look to be very well done. A quick test fit shows that the new rear hull extension fits quite well to the AFV Club lower hull. M-60 style air cleaners are provided to be placed on the nicely moulded one-piece rear fenders. The Cromwell conversion also includes a relatively complete interior for the driver's compartment and fighting compartment. The belly armour plate is naturally included, but has some rather large pour gates needing careful removal (necessary to get the part formed properly).

A feature of the Nagmachon is four banks of CL-3030 smoke grenade launchers; Cromwell have thoughtfully provided the

option of four launcher boxes with the dust covers closed, and four with the covers unzipped and folded back if you want to mix and match. Four nicely cast 7.62mm FN MAGS, their mounts and ammo boxes are also included to provide your scale Nagmachon with some punch. A piece of clear blue plastic is provided to simulate the armoured glass of the protective shields around the fighting compartment. As the photo shows, there is a stowage hamper which fits on the engine deck, and this has amazingly been cast as one piece.

As with many resin kits, a small amount of warping was noted in a few parts, I'm sure they will be remedied during the construction phase and if not simply immersing the parts in hot water will soften the resin enough for them to be flattened or straightened. Stay tuned for a full build article in a future issue of MMI.

By the time you read this Cromwell will have also issued the Nagmachon equipped with the armoured 'dog house', a truly sinister looking vehicle, which will surely make a great modelling project ■



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ドイツ駆逐戦車 ヘツァー 中期生産型
German Tank Destroyer Hetzer Mid Production Type

BETTER BAITER?

Darren Thompson tells us what he thinks of Tamiya's latest offering, the Jagdpanzer 38(t) Hetzer.

Tamiya's most recent 1:35 offerings have all had a distinctly French flavour, so I was quite surprised to see them release this kit of the 'Hetzer' tank destroyer and judging by the armour forums on the internet, so were many of you. The most often asked question being 'why the Hetzer, it's been done many times before, can it really be any better?'

The five sprues are cleanly moulded in Tamiya's now familiar shade of dark yellow, also included are a set of vinyl tracks, eight poly caps and a small decal sheet.

The first two sprues are identical, comprising a set of early style, 32 bolt road wheels, early drive sprockets, without the rim lightening holes and early idler wheels, with the twelve circular lightening holes. All of these show excellent bolt detail, both inside and out and the sprockets have separate hub caps, for better definition.

The suspension units are also well detailed, with the correct leaf-spring profile and a moulded jig, to ensure correct alignment while the glue sets, the idler mounts are also adjustable, making it easier to obtain the correct amount of sag in the tracks.

Speaking of tracks, this sprue also contains a full set of link-

and-length tracks, with the sag already moulded in, detail on these is very fine, with just the odd pin mark to remove.

The second sprue contains the upper and lower hull, the lower being tub style, with just the rear plate to add, the upper consisting of the side, glacis and roof panels, with good weld and rivet detail. The front fenders are also moulded in place.

Sprue four, and here we have the sponsons, side skirts and rear fenders, all with fairly basic detail. The rear engine deck is also here, comprising separate left and right hatches, with the central and lower panels moulded as one, much the same as all the other Hetzer models in this scale. The rear idler housings have good rivet and rib detail and the inclusion of an extremely good full commander figure.

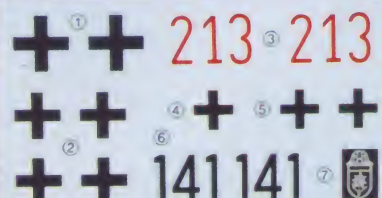
Lastly, the final sprue contains all of the smaller detail parts, as well as the mid type collar and lighter gun mantlet, both of which show a very subtle texture which could be a little heavier. The crew hatches are separate parts, with

internal detail, but also some light pin marks, nicely detailed sights are also included for both the gunner and commander, these being the only internal details. An early style exhaust system, with the muffler mounted across the rear hull is nicely done, as is the roof mounted MG-38 remote machine gun.

Decals are included for four vehicles, all of which are shown in full colour, with four-sided views per vehicle on a separately printed sheet.

So, I guess to answer the previous question, 'can it be any better?', the answer would have to be a resounding yes. The running gear alone is far better than any of the previous releases and the overall level of detail and finesse is just what we've come to expect from Tamiya. Highly recommended. ■

See a full review in *Tamiya Model Magazine 146* (Dec 07), and coming soon in *MMI*.



1/35 ドイツ駆逐戦車 ヘツァー 中期生産型
GERMAN TANK DESTROYER HETZER
MID PRODUCTION (35285) 1403409

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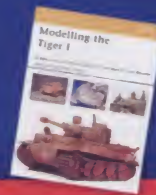
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M8KEOVER

Kev Smith revisits an old favourite from Tamiya, the M8 HMC, and with a bit of work, turns it into a stunner.

This AFV was developed after a request for a light support vehicle that could provide close fire support for tank battalions. After these units were reorganized, the M4 Sherman armed with 105mm howitzer was employed instead for this role. The M8, armed with a 75mm howitzer, was used as fire support in the cavalry reconnaissance squadrons which were equipped with light tanks and armoured cars. Production began in May 1942 and a total 1,778 vehicles were produced, and the M8 saw service with both the US Army and some French units.

THE KIT

Tamiya's model of the M8 was first released in the mid 1970s, following on from their earlier releases of the M3A1 and the M5A1 Stuart models. For its age it's not a bad kit and does capture the squat appearance of the M8 HMC. Yes, there are errors in the kit's dimensions and detailing, and the interior detail is sparse, (not surprising considering its age) but it could be a lot worse. A lot of money could be spent on correcting this model, or as this article uncovers, you could make a convincing M8 HMC straight from the box. On opening the kit,

the modeller is presented with three sprues of dark green plastic. Decals for three US Army vehicles and a figure are included, but to be honest this isn't of the quality we are used to today.

CONSTRUCTION

I started on the lower hull. This area suffers from large gaps, because for some reason back in the '70s, Tamiya gave you the option to motorize your kit! These gaps are around the drive sprockets and can be easily filled, and gaps on the underside of the M8 aren't visible once it is built.

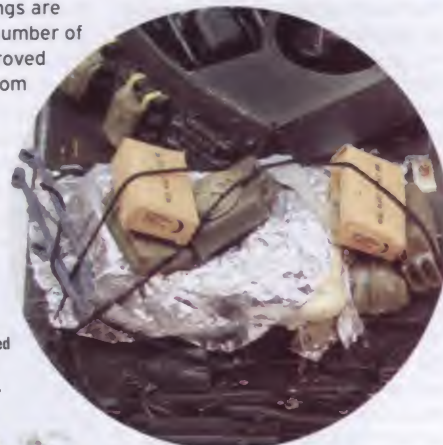
Onto the running gear, and these assemblies are straightforward with no real problems, other than flash on the road wheels. There should be a large springs on the rear idler arms, but these are completely missing from the kit parts, however as I was planning to apply some heavy weathering of the running gear I didn't bother to correct them. Moving to the front, and the drive sprockets rings are wrong with the incorrect number of teeth. These could be improved by using Dragon's items from their Sherman kits.

The tracks are of the old type plastic, which means having to break out the heated

screwdriver to join them together, (those were the days). There are a couple of problems here, such as sink marks evident on one or two of the track pads, the other problem being the track connectors which are moulded at the end of each track block instead of in-between. As I wanted to build the kit from the box with only minimal scratch building and detailing, I didn't bother replacing them, and it isn't that noticeable!

UPPER HULL

Moving onto the upper hull, and I started with the three prominent weld seams on the hull sides, and those around the top of the upper hull. These were shaved off and replaced using Milliput, and I used Tamiya tape to mask the area where I wanted the seams to be, then using a tooth pick I added the weld texture to the thinly rolled Milliput. I used plastic card and a punch and die set to add the six bold heads to the hull sides. Happy with the



A mixture of Tamiya's WWII Allied Accessory set and kitchen foil was used to stow the rear deck.



Apart from improving the texture of the weld seams and adding a pile of stowage, the M8 was built from the box.



Metal Coat was dabbed onto the hull and turret to texture the armour. This product is designed to distress furniture and is available from art shops.



After an initial coat of primer, the model is pre-shaded along all edges, panel lines and details using Tamiya Red-Brown (XF-64).

results, I moved on to the rear deck and started to carefully shave off the 36 tie-down points here and all around the upper hull - the Micro Chisel from Mission Models was excellent for this task. By this time the Milliput had hardened and I was able to remove the tape. The tie down points were then replaced with etched items from Aber, and the grab handles were also replaced at this point with thin wire. The flat area on the engine deck was left alone as I was going to be loading this with stowage. The upper hull then received a layer of Metal Coat, dabbed onto the hull with an old brush to texture the armour. I bought this material from an art shop, and is intended to distress furniture.

FIXTURES AND FITTINGS

The tools on the rear plate had the securing straps added, and these were fabricated from thin metal sheet. Other minor improvements included thinning the light guards that are mounted on the front glacis plate with a hand drill. To finish off the lights I added clear resin lenses from Resicast. The last addition was to add a radio antenna base and the mount to the rear deck behind the turret, fabricated from thin metal sheet. A piece of brass tube was cut down to size for the base. I now moved onto the interior, which is basically in four parts - ammo storage (these were left separate for painting), fire extinguisher, hull floor, and sides.



Something often overlooked is how much mud and muck the interior of the an AFV can attract, especially open topped vehicles such as the M8.

After the OD finish had been applied, the M8 received a coat of Johnson's Klear prior to fixing the decals in place and applying the weathering techniques.



TURRET

The turret assembly starts with the main armament, and here the detail is okay, but as with any area of this kit, it's a good basis for detailing. I began by concealing some of the large ejector marks on the turret sides, and these were filled with Humbrol filler and sanded back. The turret sides get the most basic of details in the form of a couple of stowage bins and two rounds of ammunition for the main armament. Using limited references, I added a couple of scratchbuilt bins to the insides of the turret walls. There are weld seams on the turret sides and these were treated in the same way as the hull seams.

STOWAGE

Pictures or footage from WWII reveal that Allied armour was often festooned with bedrolls, tarpaulins and cammo nets, so this is an integral feature if you are modelling Allied vehicles. You have the choice of commercial products or scratchbuilding the stowage. I chose to do both as I was going to use a tarpaulin draped over kit bags and rolls. The tarpaulin was cut from kitchen foil and formed over the stowage (from the spares box) that had been glued to the back decks. The sheet over the

.50cal and the gun mantlet was made in the same way. The packs hanging from the turret sides are from the excellent Tamiya Allied Stowage Set (229). All of the stowage was fixed onto the M8 and painted in place, as I find attaching the stowage to the model and painting the whole thing together maintains continuity throughout the painting and weathering processes. It also helps with the overall natural look of the finished model and doesn't look as if the stowage has been added as an afterthought. A cam net was draped on front of the M8, made from a piece of bandage soaked in a PVA glue and water mix. To add interest to the front of the vehicle, a jerry can and tow cable were also added.

PAINTING

As mentioned, Tamiya designed the M8 to be motorized. To do this the upper hull was designed to be unclipped from the lower hull allowing access to the motor and batteries. This feature allows natural sub-assemblies of the upper and lower hull, and the turret with the turret basket. The painting started with the model receiving a coat of grey car primer and placed to one side and left overnight to dry. It's important when using foil



The realistic wet mud look on the engine access doors was achieved by applying washes of satin varnish, mixed with burnt umber oil paint.



The camouflage netting was made up from a piece of bandage soaked in PVA glue. Kitchen towel was used to make the hessian strips attached to the netting.

and etched metal to check that all areas have been covered with the undercoat, as the acrylic paint won't take to any bare foil or etch parts that have been missed.

INTERIOR

The kit was painted mainly with Tamiya Acrylics sprayed through an Iwata airbrush. The interior was first airbrushed with Tamiya White (XF-2, the floor panels were

sprayed Olive Drab (XF-62), and chips and scuffs were applied to the hull sides with my usual mix of Paynes grey and raw umber oil paints. The floor panels received washes of Humbrol Enamel Mid Stone (Matt 84) concentrating on the corners and edges where mud and dust would naturally collect. A dusting of Mig Productions Europe Dust (PO28) finished the weathering nicely. A thin pin wash

of the Paynes Grey and Raw UMBER Oil paint mix picked out the raised details on the floor panels. Finally the ammo racks that had been painted separately were fitted.

TURRET INTERIOR

The gun breech and the gearing mechanisms received a pre-shade of Tamiya Red Brown (XF-64) before a coat of Tamiya Olive Drab was lightly airbrushed over the

top, allowing the darker shading to subtly show through. A mix of Paynes Grey and Raw UMBER oils was used to create scratches and scuffs to the turret interior and the .50cal gun ring.

UPPER HULL

The same technique used on the upper hull was here, (though not apparent in the photographs), and I then highlighted the larger panels ►





The red and white artillery ranging poles add a splash of colour to the model. This is especially important on Allied vehicles as the olive drab finish can look, well, very drab!

The crew figure enjoying a hot cup of 'Joe' is from the Verlinden, US Tankers Warming Up set (1105).

The technique of using a mixture of white oil paint and Mig Productions White Ashes pigment to replicate the worn white wash has worked superbly.

◀ with Olive Drab with a little Tamiya Yellow Green (XF-4) added, which was carefully sprayed onto the centre of each panel leaving a dark green edge to each. When the highlighting was satisfactory, the turret and hull received a coat of Johnsons Klear floor varnish. This process has two functions, it helps protect the paint during the weathering processes and also stops the silvering of the decals.

With the varnish dry, I could begin working on the camouflage, which consisted of broad, faded whitewashed bands. I wanted a washed-out and faded camouflage similar to photographs of vehicles in the thaw at the end of the winter. Titanium white oil paint and Mig Productions White Ashes (PO22) were mixed to a paste in a pot (sorry, I don't know the percentages) then

Painted on lightly using a flat brush. Taking a 000 brush dampened with thinners, I then removed random scuffs and scratches from the camouflage and the edges of the bands, generally fading and softening the hard outer edge of the whitewash. The next stage was to create smaller scratches - a small piece of Scotchbrite was torn off the pad and then carefully and lightly dragged across the surface leaving small random scratches... Perfect!

Happy with the results on the turret and hull, I then applied a second coat of varnish to seal and protect the weathering and decals for the next stage.

BUFFED UP

The M8 then received a very light overspray of Tamiya Buff (XF-57)



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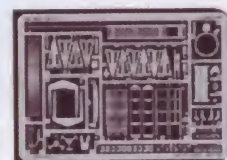
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to knock back and fade the harsh white further. Now it was time for the matt varnish - I use Cryla Soluble by Daler Rowney, which is spirit based and sprays well with excellent results every time. Happy with the finish, the model was left to dry overnight.

Now the two parts of the hull were reunited. The road wheels and lower hull had been weathered with a mixture of static grass, filler, fine sand and PVA glue mixed into a paste with Mig Productions Dark Earth (PO33). I decided to attach the tracks to the model before painting as I wasn't too worried about them at this stage, because the lower hull was going to be heavily weathered. The mix was dabbed on using an old paintbrush, paying attention to areas around the running gear where mud and debris would collect.

LAST STAGE

Finally, a heavily diluted mix of Humbrol Gloss Cote and raw umber oil paint was mixed in a small pot and using a 000 brush, water stains and runs were painted onto the bottom side of the track guards, and onto any panels and seam lines where the wet armour would be gradually dried by the spring sun. The crew figure is from Verlinden Productions range, and was painted in enamels and oils.

CONCLUSION

Although this kit doesn't really come up to today's standards, if you want to make an accurate M8 it will be a good basis to start from. There are a number of errors in the model, some that I mentioned and some that I didn't, but a good

start would be to replace the kit parts with the AFV Club tracks and suspension, however that still leaves the hull and turret to be reworked. If you want a good, enjoyable project and you're not too bothered about dimensions though, Tamiya's M8 is for you! ■



Modelspec

Tamiya 1:35 M8 Howitzer Motor carriage Kit No.35110

Accessories

Tamiya Allied Stowage set No.229
Resicast Lenses
Aber Tie-down cleats No.35A59

Paints used

Tamiya
XF-2 White, XF-4 Yellow Green, XF-57 Buff, XF-62 Olive Drab, XF-64 Red Brown
Enamels
Humbrol Matt Mid Stone 84
Daler Rowney Oils
Paynes Grey, Raw Umber, Titanium White
Cryla Soluble matt varnish
MIG Pigments
PO22 White Ashes, PO28 Europe Dust, PO33 Dark Earth

- ☒ Great subject.
- ☒ Not up to today's standards.

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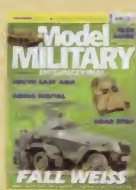
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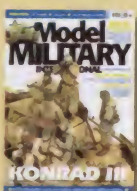
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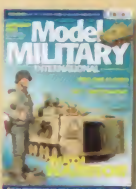
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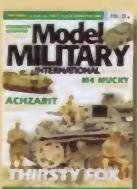
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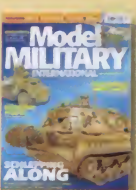
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- Italeri MH-60K Blackhawk
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LONG GUN LEOPARD



Mick Capell puts his hand to building the ultimate in the long line of Leopard MBTs.

LEOPARD



The Leopard 2 is arguably one of the most successful modern tank designs with over 3,200 units produced with export customers ranging from Finland to Chile with even Singapore getting on the band wagon, ordering some refurbished A4 versions.

The Leopard 2A6 is a further improved version of the Leopard 2 series, and according to some sources it out performs its rivals such as the Abrams, Challenger 2 and Leclerc.

Main upgrades for the Leopard 2A6 is the 120mm L55 gun which replaces the shorter L44 gun found on the Leopard 2A5 increasing its armour penetration and range to 4500 metres. Improved mine protection, GPS/internal navigation system and air conditioning are the other less obvious improvements.

THE 1:35 LEOPARD

The first Tamiya kit I bought was the Tiger I way back in 1971 for £2.99. As I was used to the normal Airfix and Revell kits, this was a real eye opener, allowing for inflation that makes today's offerings even cheaper.

The detail on this model is a lot sharper than on other 1:35 scale versions of this AFV, even though these are cheaper, if I am going to be spending a lot of time building and finishing a model saving the odd couple of pounds is a false economy.

To Tamiya's credit, their models have continued to improve and the instructions are so simple especially the painting diagrams which are a joy to follow. Added to this, Eduard's photo etch to improve on some of the limitations of injection moulding.

THE BUILD

I always get the most difficult stages done first, in this case the turret stowage baskets, and I used Eduard's first-rate photo etch set (ED35707) which contains everything from mud flaps to convoy light guards. Once the glue on the fragile kit frame has set, the photo-etched mesh was gently heated and allowed to cool naturally, which softens it, making it a lot easier to bend into shape. I find the best way to attach photo etch is using Formula 560 Canopy Glue, which is basically a white PVA glue and is very strong ▶

The road wheels and sprockets were attached to cocktail sticks to make handling them easier during the painting process.



The mesh supplied in Eduard's detail set really finishes off the turret baskets.



The author made his own wheel masks using a compass cutter and thin plastic card. These discs were then held in place during painting with a blob of Blu-Tack.



The author used Formula 560 Canopy Glue to attach the etched parts from the Eduard detailing set.



Any excess glue can simply be wiped away using a brush moistened in water.



Even the best detailed injection moulded kits can still do with a helping hand from a good quality etched detail set.



Parts such as engine intake grilles are where the finesse of etched brass come into their own.

but with a bit of 'give'. The other benefits of using this method are slower drying times, allowing you to position small parts without rushing, and any excess can be wiped away with a moist brush.

With the two baskets finished, I started on the boring bit, the wheels. Once assembled, these were temporarily attached to cocktail sticks and mounted onto a block of polystyrene prior to spraying.

First, I airbrushed a couple of light coats of Hannants Xtracolor XDBB Grey Primer to get a good base for base for the acrylics to stick to and to show any problem

areas. Tamiya have their own range of NATO colours, but they seem a bit dark, so I lightened XF-67 NATO Green with XF-55 Deck Tan at a ratio of nine to one, which was in turn thinned with their own brand of thinners, at the ratio of one part paint to two parts thinner.

The easy way to paint the rubber on the wheels is to mask them with plastic card cut to size with a compass cutter and held in place with some White Tack putty. This provides a really sharp border between the green road wheel and the dark grey tyre, using XF-63 German Grey for a more realistic scale effect.

Happy with progress so far, I carried on with attaching various parts of the photo etch. The smoke grenade covers and chains really do add finesse to the model, just don't drop any or you will never find them! The various stowage box hinges were removed using a fine chisel and replaced with the relevant Eduard parts, these making a noticeable difference with their fine rivets. I decided to replace the circular engine deck grilles, though this is not really necessary as the kit moulding is very sharp, really a case of showing alternative ideas.

The rest of the build was

faultless as you would expect from this manufacturer, only substituting parts with photo etched items where I felt necessary. At this stage I had about ninety percent of the build finished.

Because of the side skirts, the bottom hull was painted and weathered first. To test the CMK weathering pigments, I used the supplied tracks, and a mix of Light Dust and Light Earth was used to get the right effect. Since I served in Germany as a plant operator, and digging a lot of it up, I have acquired a certain affinity with the rolling plains of Northern Germany,



CMK weathering pigments were liberally applied to the lower hull sides prior to fitting the wheels and tracks. With modern MBTs it's generally easier to finish the running gear completely before fitting the side skirts.



Mr. Metal Color was used to impart a realistic metallic sheen to the suspension dampers. Once the paint had been allowed to dry for a couple of minutes, a cotton bud was used to buff them to a shine.



The track guide horns were picked out using Tamiya Titanium Silver (X-32) to represent the areas in contact with the wheel rims.



CMK's Light Earth and Light Dust pigments were used to weather the vinyl tracks. The pigment was simply drybrushed and any excess removed using a moistened cotton bud.

and a fifty/fifty mix of these two pigments looked pretty close to me.

Next, using a moistened cotton bud to remove any excess from the track pads, the guide horns were painted with X-32 Titanium Silver. As can be seen from pictures of the real AFV, these really stand out, even when the rest of the running gear is covered in dust and dirt.

Finally, everything was sealed in with a couple of coats of Hannants own brand matt varnish (XDFF) thinned with white spirit, which gives a really tough flat finish.

The lower hull was finished in much the same way. Pigment was built up on the torsion bars by dusting it over PVA glue, and although this can hardly be seen on the finished model, it's useful to experiment with new materials for future use.

I used Mr Color 211 Chrome Silver brushed onto the damper rams, and after a couple of minutes they were gently buffed and looked quite convincing.

After the tracks were fitted, the top and bottom hull were joined and glued along with the side armour and left to dry over night. Now the really good bit...

THE PAINT JOB

Once the running gear had been masked up, both the hull and turret were given a couple of light airbrush coats of Hannants Primer, ready for the three colour camouflage.

Once the NATO Green had dried, I used the painting instructions to pencil in the borders for the brown, and for this I used Tamiya XF-68 NATO Brown mixed two to one with XF-72 Brown, again just to tone it down a bit.

The Leopard paint scheme is quite elaborate, and even my trusty Iwata could not produce a fine enough line without some over spray. To overcome this I simply removed the end cap, and with this simple solution I was able to spray very fine lines with little or no over spray. I am not sure if this option works on all airbrushes, but give it a try, as it makes life a lot easier and extends its uses in more ways than one.

With the paint mix thinned and my compressor set around 15 PSI, it was now a simple matter of colouring in, starting with the outline first. I found I had to get in very close for a really sharp edge and at the same time making sure the exposed needle was not



The smoke dischargers have been detailed again using parts from Eduard's excellent detail set. As can be seen in the accompanying full size reference photo report, the retaining chains are quite noticeable.

damaged. I was able to complete a couple of 'patches' each evening but it was when the NATO Black (straight from the jar) was applied it really started to look anything like the real thing.

I got so involved with this process that hours (it seemed) turned to minutes, so when the wife said "good night", me thinks, enough and time to stop.

I fitted the turret to make sure the camouflage pattern lined up, bearing in mind that tanks are normally sprayed with the main gun in the '12 o'clock' position.

A few touch-ups here and there were required, but thankfully nothing major.

MOVING ON

With all the masking removed, it was time to apply the decals. There are four markings options, and I chose the last one, for no particular reason, as they are all similar. I glossed only the area where the decals would be placed using Johnsons Klear (Future) and bedded the markings down with Micro Sol. I always leave these for a couple of hours to dry then wipe



The author marked out the camouflage pattern using a draughting pencil. Note that the completed running gear has been masked off to prevent overspray.



To get the sharpest possible demarcation between the colours, the author removed the nozzle from the airbrush allowing him to get as close as possible to obtain the tightest line.



With the outline of each patch of camouflage airbrushed on, it was then a case of carefully filling in the rest of the patch.



Although time consuming to complete, the author's technique for painting the complex NATO scheme has worked really well, as we can see here.



A thin wash of CMK pigments combined with Tamiya thinners was used to add a little weathering to the Leopard.



The areas to receive decals were first glossed using Johnsons Klear.



The decals were 'bedded' down using Micro Set and Sol and once dry a second coat of Johnsons was applied to seal and protect the decals.

off any excess with a moist cotton bud, then apply another coat of Klear, which both protects and evens out the edges of the decal, helping to achieve a 'painted on' look. After a couple of coats of matt varnish, this effect becomes very apparent.

For the weathering, I really had a problem - too much would obscure the paint scheme and too little would make it toy-like in appearance. So first, I started with a dark pin-wash around all the raised areas using Mig Productions 502 Abteilung Wash Brown oil paint just to add a some depth. Then, a final wash using an extremely fine combination of CMK pigments mixed with Tamiya thinners was built up during several evenings, until I reached that stage of 'just a little bit more', where everything could go pear-shaped, and I left

the model until the next day to see it in a different light. Taking into account that this AFV is based in its home station and regularly serviced and cleaned, it is a case of 'less is more', even if it is just to preserve the camouflage scheme. Finally, everything was sealed in, again using Hannants Matt Varnish.

FINAL ADDITIONS

Included in this kit are clear parts for the headlights, which were glued in place with Johnson's Klear. The convoy light made from the Eduard etch set was painted by hand to replicate the real thing - the crews would keep this really clean as it is the only light used at night in a tactical exercise or during combat. Whilst the supplied tow cable that comes with the kit is adequate, I replaced it with Karaya Leopard 2 cable. There

is enough for two vehicles and it really looks the part, after a coat of X-32 Titanium Silver and a wash of dark oil paint.

The tail lights were painted with the relevant Tamiya colours and finished with Johnson's Klear. Last but not least, the MG-3 was mounted onto the side of the loaders hatch. At this point I felt it time to call.... End Ex.

CONCLUSION

A combination of the Leopard design and varied camouflage really makes this AFV stand out. Trying to get it right on the model was easier than I expected and I really enjoyed it.

The added photo-etch and tow cables really added that extra touch of finesse.

Now let's see what Dragon kits are like! (I have never built one). ■

Modelspec

Tamiya 1:35 Leopard 2A6

Kit No.35271

Sets used

Eduard Detail Set (ED35707)
Karaya Tow Cables (KYTCR05)

Paints used

X-32 Titanium Silver, XF-55 Deck Tan, XF-63 German Grey, XF-67 NATO Green, XF-68 NATO Brown, XF-69 NATO Black
XtraColor XDBB Grey Primer
XtraColor XDFF Matt Varnish
Mig 502 Abteilung Wash Brown

Weathering materials

CMK Stardust pigments: Light Dust, Light Earth

- ✓ An excellent model, which I found a real pleasure to build.
- ✗ Nothing bad I could think of.

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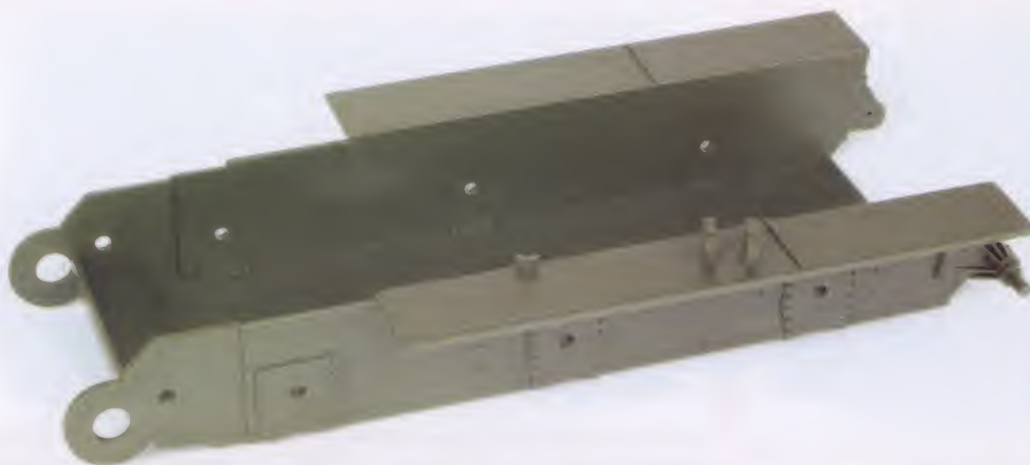
"The detail on this model is a lot sharper than on other 1:35 scale versions of this AFV"



To add that human touch to the turret roof, Calibre 35 boot prints have been applied. These are made from soft rubber and are simply 'dipped' in the appropriate pigment or pastel chalk then walked over the model.







DEFROCKING THE PRIEST

Graeme Carruthers gives his verdict on Academy's long awaited M7 'Priest' HMC.

It is always good to see a new kit of an important piece from the Allied arsenal. For nearly 30 years the only kit in town of the M7 Priest has been the Italeri model, good for its time but definitely showing its age now and it is also currently out of production. Has Academy's M7 Priest given us a kit for the 21st Century? Let us see.

The model is moulded in a dark green plastic, and starting at the bottom, the kit's suspension units are provided in two forms, the earlier M3 Lee type and the later type which has the straight trailing arm. Academy were criticised with the suspension units in their M3 Lee and it appears that they have listened to what modellers have to say and fixed the dimensional problems. Two different types of M3 suspension unit fronts are provided giving you an extra set with which to correct any Academy Lee kit that you have lying around. Two types of road wheel and idler are provided, the spoke and the later solid spoke version. Two types of skids are also provided if you use the straight arm suspension, the early symmetrical and the more common standard skid. The tracks are the basic T51 type and are the rubber band variety. They are a bit stiff and in my example the rubber blocks weren't fully moulded leaving each block with small recessed dimples on the outer face.

The upper hull has mainly features of an intermediate version of the M7. The three piece transmission cover provided doesn't have the cut-out which was found on early M7s,

showing their M3 lineage, but the instructions show the cover with the cutout, strange. The cover is also very smooth and lacks any cast texture nor does it have any casting numbers.

The engine deck has a moulded in-situ screen which is nicely done, but will probably need cutting out when the etch boys get their hands on this kit. The rear plate is the intermediate shape and has nice, open ended fish tail exhausts provided. The air cleaners are provided as the later squared off type not the earlier rounded versions.

The light fittings on the upper hull front are positioned for the early and intermediate M7s, in that they are higher up on the hull front. Three nicely moulded grouser boxes are provided for the front plate but the instructions have you filling them with spare track instead.

As an open topped vehicle there is a lot to see in the main compartment and starting with the driver's area, the instrument panel is not the long thin early version which sat in front of the driver but what is provided is supposed to be the squarer intermediate version that sat to the left of the driver, but the dials and details are all wrong.

The inner faces of the fighting compartment suffers from many ejector pin marks that will need filling and sanding with care as not to remove any surrounding details. The extra armour side panels are not provided, unusual as they are seen on not only late but intermediate versions of the M7. The ammunition storage boxes are, in reality, compartmentalised to take

individual rounds, but Academy has moulded these open in which you place rows of cased rounds. This does however mean that the lack of compartments is visible and if you wish to show some of the rounds missing it will be even more obvious.

The howitzer suffers from an abundance of ejector pins marks all through its construction, some of which are in difficult to clean up areas. The barrel is thankfully not split along its length but is instead made by a slide mould method and it should look good when pieced together.

The decals give you the options for two American vehicles, one from the Sicilian campaign and one from Normandy. A French vehicle from Normandy and a British one from El Alamein complete the decals. References should be sought for the British vehicle as most of the Priests had sand shields and fittings for the Sunshade disguise and a great deal of them appear in photos fitted with WD 212 Double I block tracks. None of these options are provided in the kit.

All in all this kit is a mixed bag, improvements have been made but in other areas the kit is either found lacking or covered in too many injector pin marks. There appears to be some confusion about which variant of the M7 Academy are trying to provide here and I would suggest that you check your references if you are going for a specific vehicle. With some TLC and the inevitable assistance from the aftermarket companies then this can however still be an impressive model. ■



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References - German Leopard 2A6

A very muddy and very well camouflaged Leopard 2A6 about to get even dirtier!



Ralph Zwilling stalks the big cat in action to bring us the latest reference photos on the awesome Leopard 2A6.

LEOPARD IN THE LENS

For more than 20 years, the Weapon System Leopard 2 has been the Main Battle Tank (MBT) in the inventory of the German Bundeswehr. Following the end of the Cold War the upgrade to the Leopard 2A6 improved the firepower with a longer 120mm smooth-bore gun with the calibre length of 55 comparable to the calibre length of 44 of the Leopard 2A5 gun. The new gun is in fact 1.32 metres longer than the older weapon. The new gun has had new APFSDS-T and HEAT-MP-T rounds designed for it. Because of the new gun, the effective range rose up to 4,500m. Hand in hand with the new gun the weapon stabilisation system got modified as well. The upgrade of the 225 Leopard 2A5 to the Leopard 2A6 was completed by the end of 2002. Along with the Bundeswehr both the Dutch and Canadian forces use the 2A6. 186 are in service with the Dutch Army and the

Canadians have leased 20 Leopard 2A6 tanks from the German Bundeswehr under the designation Leopard 2A6M CAN. It was planned to deploy the 2A6 tanks to Afghanistan in summer 2007 and the first arrived at Kandahar Airfield on 16 August 2007 with an Antonov AN-124 cargo plane.

LEOPARD 2A6 - TECHNICAL DATA

The Leopard is powered by a 47.6 litre, 1,500hp MTU MB 873 Ka 501 12-cylinder-pre-chamber-multifuel-diesel-engine with two exhaust turbo chargers. It provides the 59.9 ton main battle tank a maximum speed of 68km/h. With a fuel tank capacity of 1,160 litres, the Leopard 2A6 has a maximum range of 220-340km depending on the terrain. Like the Leopard 2A5, the A6 version has a fire control system with a primary stabilized commander's and gunner's sight with a secondary stabilized line of sight main gun together with a laser range finder and a thermal sight. With the primary sight EMES

15A2 with a magnification of 12x, the gunner can engage targets up a range of 4,000m. The integrated thermal sight in the EMES 15A2 has a magnification of 4x and 12x. The Leopard 2A6 commander has an independent sight to engage targets without the need for the gunner's sight. The standard ammunition load normally consists of 27 APFSDS-T and 12 HEAT-MP-T rounds. The crew of the Leopard 2A6 has a secondary armament consisting of a coaxial mounted and an anti aircraft 7.62mm MG3A3 machine gun, two MP2A1 Uzi, two P8 pistols and four hand grenades. Despite the upgrades of the Leopard 2 over the last years, these measures did not include modifications to the powerpack. To increase the tank's performances due to the higher combat weight, Krauss-Maffei Wegmann and MTU have been experimenting with the new EuroPowerPack. The EuroPowerPack, which was installed at first in the Leopard

2A6 EX, consists of the MT 833 CRE 12-cylinder diesel-engine with common-rail direct injection and the Renk HSWL 295 TM transmission. It gives the Leopard 2A6 EX a high-torque engine producing 1,214 kW (1,650hp) at 3000 rpm which allows accelerating from 0 to 32km/h in 4.5s. The EuroPowerPack also saves more than 1000mm in length compared with the original Leopard 2 propulsion unit. The reduced installation dimensions result in approximately 2.9m space which can be used by KMW for additional fuel tanks, ammunition storage or an automatic loader system. But as with most armed forces in today's world it will all depend on the people who hold the purse strings as to whether all the improvements will be funded. Because of the current upgrades and the growth potential, the Leopard 2 will surely remain in the inventory of the Leopard 2 user countries for a long time to come. ■



◀ Emergency stop! Notice how much the suspension has compressed at the front

▶ Caught during the split second that one of the 'Bat Sim' (Battle Simulation) charges is fired.



▼ Some interesting details to be seen here, from the elephant unit marking on the turret bin, to the 'girlie' picture taped to the rear of the turret.





References - German Leopard 2A6



◀ The 'X' shaped plates fitted to the bow are grousers used to improve traction in very muddy or icy conditions. The rubber pads are unbolted from the tracks and the grousers are then simply fitted in place.



Idler wheel and tensioner detail. ▶
Note the polished portion of the track guide-teeth.



◀ Headlight detail, perfect for anyone wanting to detail Tamiya's giant 1:16 Leopard 2A6.



◀ Emergency stop! Notice how much the suspension has compressed at the front

▶ Caught during the split second that one of the 'Bat Sim' (Battle Simulation) charges is fired.

▼ Some interesting details to be seen here, from the elephant unit marking on the turret bin, to the 'girlie' picture taped to the rear of the turret.



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MPM
Production

A great shot of the loader's MG-3, which entered production in 1968. The MG-3 is for all intensive purposes a re-chambered WWII MG-42. The original weapon fired a 7.92mm round where as the MG-3 fires the standard NATO 7.62mm ammunition.





The Editor travels to Prague in the Czech Republic to visit the E Day model show hosted by Eduard.

When I was asked to attend the E Day show in Prague, I wasn't sure what to expect as I had never attended a model show outside of the UK before. Well I'll get straight to the point, it was superb. I knew the standard of modelling would be high, because when the Czech modellers attend UK shows they usually walk away with an arm full of prizes!

Although I was stopped in my tracks when our advertising rep, Mark Peacock told me the show was going to be held in an underground car park beneath a brand new shopping mall, it turned out to be the perfect venue, and once in the screened off area you forgot where you were.

The team at Eduard did a fantastic job of organising the event, from the free beer and food on the Saturday evening, to the demonstrations and seminars held over the two days of the show.

The show was very well attended and the standard of the modelling was impressive, I did however think the diorama class wasn't too well supported.

I was pleased to see so many fellow Brits visiting the show, many of whom had made a weekend of it with their partners, making the most of the beautiful city of Prague and the excuse to visit an excellent model show.

Thanks to Mark Peacock for organising the trip and having a great time and a good laugh, also to everyone I got to talk to over the weekend making it a most enjoyable weekend which I can't wait to return to next year. ■

GREAT DAYS AT E-DAY





We spared no expense on our rental car for the weekend!



Real Models had this very nice stowage set for the Trumpeter LAV-25. This set would also be ideal for the new LAV-R. The Real Model range are available from White Ensign in the UK. (See ad on page 49)



Some of the models were particularly pleasing to the eye! Best of show in the Editor's opinion.



Hauler were at E-Day in force, showing many of their excellent 1:48 detailing and conversion sets. The Ersatz M10 Panther looked particularly good.



This stunning Stryker was also being displayed on the Real Models stand. Showing off their latest stowage and accessory sets.



During Sunday the finals of the arm folding competition took place next to the impressive selection of model boats being put through their paces in the purpose built pool.



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STRYKE ONE

Ian McGonagle tells us what he thinks of Trumpeter's version of the US Army's latest battle bus, the Stryker.

You have to admit that the Chinese can't be faulted in the race to provide the current armour operating in war zones around the world. With the competition, in the way of AFV Club and Dragon, hot on the heels of this kit how does Trumpeter's rendition stack up? Opening the box reveals 320 parts moulded in light grey plastic, and on closer inspection the detail on these parts is on the soft side and when compared to the AFV Club kit, which becomes very noticeable. The vinyl tyres have well defined tread, but show no manufacturers markings, these are not as good as you may hope for and would probably be best replaced with aftermarket resin items. The etched fret shows a robust stature that yields benefits apart from when you look at the engine grilles, which look more like chain-link fencing than the fine mesh that adorns the real vehicle. Finally a small decal sheet gives you three options but the carrier film seems heavy and my experience with Trumpeter decals they aren't particularly good (AS 90 and Chally 2) so only use will prove me wrong.

Due to the delay in the Editor receiving the review kit the AFV Club kit is now out and the Internet debate over the Stryker has started. I am not a rivet counter but certain things must look right for me, and when comparing the two kits side by

side, the AFV Club version does have the edge, well actually the whole sword over the other. The main problems seems that the Trumpeter kit is based on a pre-production vehicle, which has certain key omissions, some of these being quite glaring in their absence, so much so an update set is now available from Trumpeter (set No 06603) to rectify the defects/omissions from the original kit.

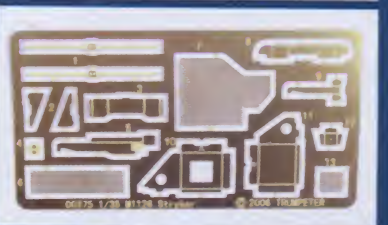
The first quarter of the build is taken with the lower hull and running gear, and the detail is good but seems soft in appearance, the crisp finish is just not there. The exception is to the rear of the vehicle where the rear panel is detailed with a separate door latch, shackles, lights and tow eyes. One 'must-do' is to ditch the plastic jerrycan holders and install the etched ones, but beware the straps have no defined attachment points so reference is key. A downside is the need to fill the pin marks on the detailed door and ramp if you require it open but seeing as there's no interior to show this is not really an issue at this time. The wheels are broken down to a three-piece hub with the rubber tyres popped on later after painting, and two things stand out - the nuts have no definition and the hub ring seems far too thick.

Everything looks in good order on the upper hull until research shows the lack of detail on the winch and the suspect angle at

which it is positioned, also the forward light clusters seem to be at best just a basic representation of what's fitted to the real vehicle, with detail being sparse or even missed. As with the rear doors, the commanders hatch has pin marks on the inside, so if you wish a figure to be displayed in the open hatch, more filler will be required. I would highly recommend detailed research before every step as it is reported that certain key parts are in the wrong position so one of the publications on the Stryker is a must have. Wings and Wheels, Concord, Osprey and Tankograd all provide a good reference publication on the Stryker.

One further letdown is the weapon's station, I am sorry to say that this key assembly is woefully inadequate, with parts resembling not representing the real article, and detail missing altogether. It's hard to say but a lot of time and effort has to be put into this area just to get the weapon station to look somewhere near the real thing.

Trumpeter's kit, being first out on the shelf has been rushed and detail compromised, this becomes noticeable when you refer to reference material, or when placed next to the AFV Club offering. I think this is a classic example of being first out of the blocks doesn't make you the winner. ■





STRYKE TWO

Ian McGonagle takes a look at the second of the Stryker kits on the market, this time from AFV Club.

According to the Editor, I was just the man to review AFV Club's 1:35 Stryker. Since I'd also had the task of previewing the Trumpeter version, it would seem a good idea to check out the AFV Club offering and see how they compared.

When you open the box you are greeted by 377 crisply detailed parts in green styrene, plus vinyl tyres, a photo-etched sheet, decals and an A4 instruction book. In addition a correction slip gives you the correct part numbers for assembly, a good thing in my eyes as it shows that AFV Club are constantly working towards the highest quality kit.

Starting from the bottom and working up, the first eight stages take you through the assembly of the rolling chassis, and even though not much will be visible on the finished model, AFV Club have done an amazing job and not cut any corners here. The only disappointment is that you are only given the option of forward facing wheels, so no movable steering. The wheels on the other hand are a great representation and AFV Club should be congratulated, from the tyres showing all the correct markings and tread pattern, to the wheel hubs displaying very nice hub detail.

The upper deck area is busy on the real vehicle and AFV Club have managed to replicate this superbly, with well detailed light clusters, winch guide and forward hatch. The cable cutters

(parts B1 and B37) could afford a small amount of extra work - the inclusion of a chamfer on the leading edge would help, but if you require them stowed, a small amount of cutting and a padlock is required. Check your references as some pictures show the upper one being mounted on the right side of the vehicle.

The stowage racks are very well represented, with the exception that the racking has a multitude of cleats, which would cause a few sleepless nights to reproduce, unless you attempted to heavily stow-up the vehicle. Unfortunately the only extras included are two personal weapons and four vehicle mounted fuel/water cans, so an aftermarket stowage set will be needed to replicate a vehicle in action.

The small etched fret lifts the areas that AFV Club have recognised need attention, namely the intake grilles and chains. On to the business end of the vehicle, and armament is provided in the form of the trusted M2 .50cal or the Mk19 Mod 3 40mm Automatic Grenade Launcher. Both weapons have a reasonable amount of detail, but the factor that adds the most realism is the complexity of the mount. AFV Club have surpassed themselves here - the smoke launchers are perfectly replicated and not moulded as a single blob of plastic, the optical sights look as if they have a purpose and the detail of the ammo box is that of the real thing - how does the saying go? "If it looks right..." One small omission

is the installation of the rear M240B mount behind the upper rear hatches, but this could be a field addition so you cannot blame AFV Club too much. While speaking about field modification, most of the reference material shows a large air horn on the front left side, and this needs to be added, even if just for comedy value.

The decals provided are minimal (it's not a 1970s US Navy jet!), but having said that, five different vehicle markings are provided. The registration looks okay, and the carrier film is nicely thin.

In conclusion, this kit is head and shoulders above the Trumpeter release in my opinion. The attention to detail on both the visible and not so visible parts is outstanding, but if you have built an AFV Club kit you will already know this. Yes, some small details have been missed, as shown on the latest reference photographs, but you must remember, this kit has been in the making for some time and vehicles are updated constantly when in action. I think AFV Club have given the modeller the sound basis for a project, it's now over to you to add to it and modify as your particular subject dictates, and for me that means adding the RPG Slat Armour that Eduard have just released for the Trumpeter kit. Now we must wait for the Dragon offering...

Thank you to Jason Lake at LSA Models for supplying the review sample. ■



Figures

- A round-up of the latest figure sets on release...



ANDREA MINIATURES

90MM THE END 1945

"THE THIRD REICH RISE AND FALL" SERIES
ITEM NO. TR-002

The second of Andrea's "Third Reich Rise and Fall" series is a 90mm likeness of Adolf Hitler as he appeared near the end of his reign. The kit is supplied in the typical Andrea box and is cast in white metal. There are four pictures of the completed model on the box.

The kit consists of 10 parts, with a small scenic base. The main body is cast in two halves with the arms, legs and head are separate. The cap visor and portion of the greatcoat collar are separate parts. Included are an assembly and painting guide, and a colour fold-out explaining the basic steps of painting with acrylics. As with the first kit in the series, there is a small portrait card and bio. The modeller will have to fill the large seams that appear vertically along the edges of the body halves. Be aware that the legs will have to be trapped in the halves before gluing. Both arms are moulded together, and will be tricky to fit properly. There are some mould seams to clean up. The face has a very good likeness of Hitler, one of the best I have seen. The subject matter may not be the modeller's cup of tea. The assembly will take a fair amount of filling and finishing to create smooth joints.

Available from www.historex-agents.com
8.5/10 - Matt Wellhouser



ANDREA MINIATURES

90MM REINHARD HEYDRICH 1937

"THE THIRD REICH RISE AND FALL" SERIES
ITEM NO. TR-001

This is a new series for Andrea Miniatures of Spain. The first figure is a 90mm likeness of Reinhard Heydrich, the notorious SS number two.

The kit is supplied in a double cardboard box and is cast in white metal.

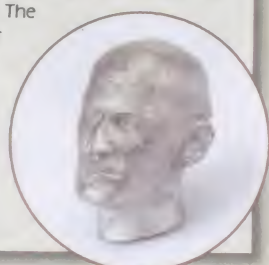
There are 8 parts and a small base. The figure is keyed to fit in the base.

The box art includes 4 photos of the completed kit, as well as a suggestion as to which Andrea wood base would fit this figure. Inside the box, there is a colour fold out painting guide, giving the modeller a quick primer on acrylic painting. There is a basic assembly instruction sheet in three languages and a table of suggested Andrea acrylic paints to use. Also there is a small postcard type photo of Heydrich and a short bio on the reverse.

The sculpting of the figure is well done, with the face showing a snide expression. The assembly is straight forward, but the modeller will have to fill several seams after gluing the parts together. The arms do not fit that tight. There are some minor mould seams to clean up- most notably on the front of the left leg.

Overall, an interesting figure- I am sure one that will be controversial for some. Experience using epoxy cement and white metal parts would be helpful.

Available from www.historex-agents.com
9/10 - Matt Wellhouser



GASO.LINE

1:48 RESIN FIGURES

FRENCH LEGION BIR-HAKEIM

1942 ITEM NO. GAS50358

BRITISH TANKCREW NORTH

AFRICA ITEM NO. GAS50362

Keeping with the 1:48 theme, Gaso.line have been one of the fore runners in producing excellent products for the 1:48th scale modeller. Their latest set of figures are both desert themed. The first is a set of three French Foreign Legionnaires in action poses, all are wearing shorts and their distinctive white kepi hats. The poses are very good and most importantly they are anatomically correct, which is very easy to get wrong in this diminutive scale, with arms looking too long etc. The second set have been designed for Tamiya's Crusader, and again these are very nicely detailed and perfectly cast, requiring only minor clean-up and will be perfect for filling those big hatches on the Crusader. Unreservedly recommended.

Available from www.parabellum.co.uk

10/10 - The Editor



JAKERI

**1:35 BRITISH CIVILIAN
POLICEMAN WW2**

ITEM NO. J3508

**1:35 BRITISH POLICEMAN WITH
YOUNG BOY ITEM NO. J3509**

**1:35 BRITISH INFANTRYMAN, FAR
EAST-WW2 ITEM NO. J3510**

**1:35 WARTIME 'SPIV'
ITEM NO. J3511**

We have just received these latest figure set from sculpting supremo, Pete Morton. It's great to see some civilian figures including a great rendition of a 'Spiv' (a man, typically characterized by flashy dress, who makes a living by disreputable dealings) casually leaning against a wall, no doubt wanting to do some dodgy trading? The Policemen are another really good idea and offer a whole wealth of diorama ideas, especially the one featuring the young boy with catapult in hand. All have been masterfully sculpted and flawlessly cast in white metal. Wholeheartedly recommended. Available from Friendship Models 10/10 - The Editor



DES KIT

120MM TANKISTE-CAMPAGNE DE FRANCE 1940

ITEM NO. 12007-F

DES has produced a 120mm scale figure of a French tank crewman. This is a very interesting subject, as there is really not a lot of French Tank crew figures on the market in any scale. The kit consists of five parts plus a small round base cast in cream-coloured resin. Also included is an instruction sheet in both French and English. It is more of a colour guide than assembly instructions. The cover of the box has one photo of the assembled and painted figure. He wears a leather jacket, scarf and tankers helmet. A side-arm holster locates on the belt. The moulding of the parts is good, with a seam running down the side of the body. It is more pronounced on the right side than the left. Cleanup with a sharp hobby knife and sandpaper will take care of it. There is a small casting mark on the chin of the figure- be careful with that one. Use a bright light to identify the seam area, as they are hard to spot with the light coloured resin used. It is best to leave the arms off and paint those separately and add at final assembly.

This is an unusual subject, and would not be hard to paint- great for a beginner in figure modelling. Recommended.

Available from www.deskit.online.fr

9/10 - Matt Wellhouser



DES KIT

**120MM PARACHUTISTE 82
AIRBORNE NORMANDIE 1944**

ITEM NO. 12006-F

This figure is a 120mm scale kit of an 82nd Airborne trooper in Normandy France 1944. He is sculpted wearing the M1942 Para Jump Coat and Trousers, M1C helmet and carries the M1 carbine. The remainder of the equipment is standard issue GI gear including the ammo pouches, canteen, .45 pistol and entrenching tool.

The kit consists of 21 parts plus the base moulded in cream-coloured resin. Several of the parts come on two resin carriers. Included is an instruction sheet advising painting instructions in English and French. There is one colour photo on the box top. All of the parts are cleanly cast with no air bubbles. There are some mould seams on the body of the figure and knapsack. They are not difficult to remove, but be careful not to destroy surrounding detail.

The detail on some of the parts is a little soft, but with careful painting the detail will be good. The M1 is supplied without a sling; the modeller will have to fabricate one from lead sheet or plastic. The fit of the arms is good, but filler will be needed at the joints. There is no indication on the figure where the carried equipment is to be mounted. The box top photo shows the front of the figure, the modeller is left to trial and error. Good reference material will be a help to locate the proper locations.

This kit is nice addition to the growing numbers of allied subjects, a refresher from the multitude of axis kits. Recommended.

Available from www.deskit.online.fr

8.5/10 - Matt Wellhouser





Figures

- A round-up of the latest figure sets on release...

MIG PRODUCTIONS

**1:35 HELPING COMRAD (WWII SOVIET)
ITEM NO. MP35-279**

1:35 GERMAN WINTER P.O.W.

**1:35 MODERN US MARINE WITH MOPP
GEAR ITEM NO. MP35-285**

Mig Productions have been quietly expanding their range of resin figures. This month we have three very nice sets, of which two are from WWII. The first is a very dramatic set which features two Russian tankers, one carrying a wounded comrade over his shoulder. The pose looks very natural and the sculptor has done a fantastic job of conveying the effort needed to carry his lifeless companion. The second is a German prisoner wrapped up in cold weather clothing, including the cumbersome woven straw overboots. The last figure is my personal favourite, a US Marine as seen during OIF. Jeff Meckley has got the baggy look of the Marine's clothing just right, and it even comes with a length of vinyl tube for the 'CamelBak' drinking system he is wearing on his back. All have been expertly sculpted and cast as we have come to expect from Mig Productions and all three are thoroughly recommended. Available from www.migproductions.com, distributed in the UK by Creative Models

10/10 - The Editor



MINIATURE ALLIANCE

**90MM GERMAN PARATROOPER
LATE WWII**

ITEM NO. WC90/12

The latest from Miniature Alliance is a 90mm figure of a late war Fallschirmjäger. He is kitted out with a FG42 automatic rifle, bandoliers and a P-38 pistol. He wears the late war 'bone sack' jump smock, and para helmet. The kit is moulded in smooth grey resin, and consists of twelve parts plus a resin base. There is a boxtop photo plus a tri-fold assembly colour guide provided. With some resin kits you have to spend time cleaning up seam lines from the moulding process. It was very difficult to detect any seams (I only found one under the left arm pit). There are some pour stubs to remove, but they are placed in such a manner not to interfere with detail. The moulded detail is excellent, and the FG 42 rifle is very nice. The fit of the parts presented no trouble, but the bandoliers may need a little heating with a light bulb or warm water to fit exactly into place. There is no sling provided for the FG 42, so one will have to be fashioned from strip stock or lead foil. The 90mm scale is just the right size, big enough to see the detail, and small enough to not overwhelm the painter.

Overall this is a very nice figure, with excellent detail. Highly recommended. Available from www.historex-agents.com or paul@minially.com

9.5/10 - Matt Wellhouser



ART OF WAR, SQUAD 48

**1:48 DAK TANK CREW, AFRICA
WWII ITEM NO. AOW48/08**

**1:48 DESERT RATS TANK CREW,
AFRICA WWII ITEM NO. AOW48/09**

1:48 RUSSIAN TANK CREW, WINTER WWII ITEM NO. AOW48/10

With the steady release of some great vehicle kits in 1:48 from the likes of Tamiya and HobbyBoss, it's good to see that the guys at Squad 48 haven't forgotten the need to populate these vehicles. I like the way these sets have photos on both sides of the box, which show the figures on their own and in suggested poses on the appropriate vehicle. The casting is excellent and I'm in awe of how anyone can incorporate so much detail into such small figures - simply stunning.

Available from paul@minially.com

10/10 - The Editor



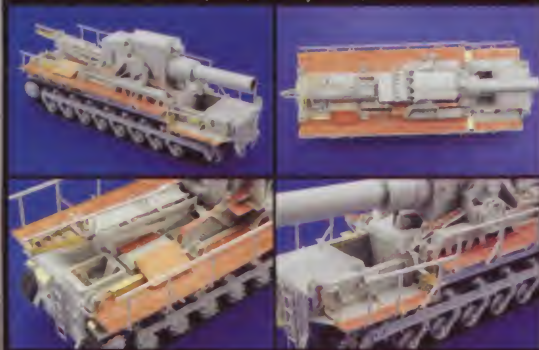
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DUEL IN THE MIST

Just received this month's mag and noticed the book review of 'Duel in the mist' and thought Ooh, I'll have that. Went on Amazon.....£50!!! I somehow think that at that price AFV publishing will not be selling very many of these, which is a real shame as it looks a great book, and No.1 in a series.

If you want to get rid of yours when you have done with it, drop me an email and we can discuss book prices and how fast they depreciate.

Keep up the good work, and on behalf of the AFV and figure modellers out there. NO PLANES!

Cheers. Andy.

Ed says: Thanks for the comments Andy. The price may seem expensive but you must take into account production costs. For example, we as a publishing company are fully aware of the cost of printing paper alone. I personally have bought more expensive books than this, including the Hunnicutt series and Spielberger books. It is one of those predicaments, the cost verses how much you want it, same goes for airbrushes or multi media kits. I do feel the book is worth every penny and don't forget a good book is for life.

FRETTING ABOUT ETCH

First of all great mag, have not missed an issue yet and hope by reading the various builds my modelling is improving.

I am having one problem though and that's when it comes to putting etched tool brackets together etc., I don't seem to have enough hands to get the pieces together. Could you show us how these tiny items can be easily formed, and how to pick up and place tiny nut heads etc. I once read a tip about using drive way 'sweepings' to produce rubble etc., for dioramas. However during the summer I cleaned out the rainwater gutters on the house and saved the very fine dust and dried this out. Its brilliant for general muck and dust.

Lee Spencer

Ed says: I'm sure handling etched parts would make an ideal Last Post techniques for us to do in a forthcoming issue.

In the mean time, if I'm forming complex parts I tend to attach them to double-sided tape and use a combination of good quality tweezers, a pair of smooth jawed, thin nosed pliers and a scalpel with a 10 A blade.

TERMINOLOGY

Great mag, very informative and lots of models to aspire to. I, like most of your readers (or so it seems) have just returned to the hobby they loved as a child and now hitting forty trying to rekindle the passion. I find the best bits in the mag are the models in progress articles as you can see the results unfold, however I do think that a glossary of all the terms used



MESSAGE FROM THE EDITOR

NOT REALLY HELPING!

I generally keep my message light-hearted, but on seeing a recent article about "what has caused the demise of the small model shop?" I felt I had to say something. The fact is that the author of the article has been in some way one of the contributing factors, as many of his reviews have absolutely slated many of the releases from the model manufacturers. This is where the problem lies. The distributors or sales reps 'suggest' heavily that each of the shops take stock of a certain number of the latest release. So the shop owner fills his shelves with this new kit expecting the wanton hordes to come stampeding through the doors to purchase this latest greatest model, but and it's a big but, they don't because someone has got up on their soap box and absolutely ripped it to pieces, which means that we as modellers and customers become very reluctant to part with our money, and the problem is that there may in fact be nothing really wrong with it. But these so called experts feel they have to find faults or loose their kudos. This doesn't help our poor modelshop owner who's shop is filling with models that aren't selling and he or she still has overheads and bills to pay. So I wonder if that guy steps back for a second and thinks of the consequences of his actions and the damage he is doing to HIS hobby?

Now I'm off my soap box, I wish you all a very Merry Christmas.

See you again on January 3rd!

Spud

John 'Spud' Murphy

would be useful. When I last made kits you used half a tube of Airfix glue to stick it together and then slapped loads of enamel paint on to hide the said glue. Things have moved on a lot since those days and a lot of the terms are alien to me. Although I have grasped the basics of weathering what is meant by a pin wash and how do you apply it? Same for filters. I have just bought a Harder & Steenbeck Evo airbrush after reading your short review in an earlier mag and your right it's a great bit of kit after muddling by with a freebie that came with my compressor.

Keep up the good work
Colin Bateley

Ed says: Thanks for the kind words.

We did publish a glossary in issue one, which covered as many of the terms we could think of. I'm sure the Evo airbrush will prove a huge improvement over your old one. Briefly a pin wash is a regular colour wash i.e., heavily thinned oil paint, but instead of washing the entire model it is used around selected details such as bolt heads. Where a colour wash is best applied using a large and or flat brush, a pin wash is best done with a thin brush 00, 000 or smaller, that way it's easier to control where it goes. Again these techniques have been shown in earlier issues. The pin wash was demonstrated in the letters page of issue 4 (Aug 2006). I hope this helps?

RECOMMENDED READING



ENCYCLOPEDIA OF MODERN U.S. MILITARY TACTICAL VEHICLES CARL SCHULZE • TANKOGRADE PUBLISHING • WWW.BOOKWORLDWS.COM

My current reading material is this excellent Tankograd book on just about every military vehicle in the US inventory. The book is full of

colour photos of all the vehicles covered as well as a comprehensive history for each as well as a breakdown of all the sub-variants etc. This will prove invaluable for vehicles such as the HMMWV which has some 45 different versions of the basic vehicle. The book covers everything from main battle tanks to bulldozers and fire trucks. There is even a chapter on camouflage patterns and markings. A great title, that anyone interested in the modern US armoury shouldn't be without.



RANDOM REFERENCE!

SHINY WELD SEAMS

I took this photo of a Panther engine deck on display at the D-Day museum at Vierville-sur-Mer in Normandy last summer. As can be seen the rubber insulator is still in good condition 62 years after the vehicle was knocked out. But more importantly the weld around the base is still as bright as the day it was produced. This is because the welds are made from low-carbon stainless steel with a high chrome content. Something to bear in mind if modelling a tank with unpainted weld seams, or a destroyed tank where the paint has burnt off. This effect would look great on the Mig Productions King Tiger hull.





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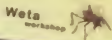


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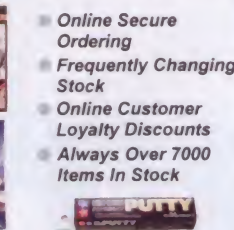
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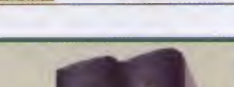
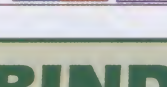
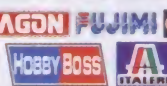
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ULTRA SET

The Editor tries out the latest airbrush set from Vallejo Model, featuring Harder & Steenbeck's Ultra airbrush.

Recently arrived on the Model Military reviews desk is this airbrush set, which was kindly sent from Creative Models. The set features the following -

- Harder & Steenbeck Ultra airbrush
- Twenty nine Model Air 17ml acrylic paints
- Hose set and connection
- Airbrush cleaning fluid
- Model Air colorchart



The set includes 17 of the most popular and useful colours for military subjects along with a bottle of Vallejo's handy Airbrush Cleaner.

I made a point of adding this review to my 'to do' list, thinking I would try it out after returning home from my week at the office, but I was to find out that this set was to feature as part of a Vallejo advert to feature on the inside cover of Issue 20. This presented a bit of a problem as the brief required a model painted using Vallejo colours to appear in the advert. Well since I don't tend to drive around with my model collection in the boot of my car and the minor fact that the MMI office is some 250 miles from my home meant that I had to build and paint something in the evenings, which is exactly what I did. The model chosen was Tamiya's lovely little updated and re-issued Sd.Kfz 222 armoured car, that I built pretty much out of the box over the first couple of evenings before setting about painting it. Thankfully TMMI's Editor, Marcus Nicholls had set up a modelling area for filming the Expert Modelcraft DVDs, so I had the use of his tools and compressor.

As you may know my regular airbrush is an Iwata HP-C plus, so the thought of having to use a completely different airbrush without even having the chance to get used to it first was a bit daunting, especially as the model was going to feature in an advert.

After attaching the eight foot clear vinyl hose to the compressor (the airbrush simply clips on to the other end via a quick release coupling), I was ready to go! Thankfully the Vallejo Model Air Color paints are pre-thinned for airbrushing and spray beautifully, and have been my paint of choice for quite a while now.

The Harder & Steenbeck 'brush performed flawlessly and was a real pleasure to use, it did everything I needed it to do, it was simple to use, comfortable to hold and easy to clean. I did an initial review on a couple of Harder & Steenbeck airbrushes back in Issue 16, where I scored them 10 out of 10 and I'm glad to say that this Ultra model is every bit as good.

If you are looking for a great starter set which includes a very useful selection of colours perfect for military modellers, then look no further than this one. Highly recommended. ■

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As we have shown here the Ultra is easy to strip for cleaning. All of the Harder & Steenbeck range come with a limited 10 year guarantee. H&S offer a full spares back-up as well as a comprehensive optional parts listing.



The Ultra, like the other Harder & Steenbeck airbrushes I have tried have been simple to use and very importantly, comfortable to hold. Even though the Ultra is considered a 'beginners' airbrush, it certainly didn't have a budget feel.



This was the result of a couple of evenings work using the Ultra airbrush and Vallejo Model Air set designed specifically for the military modeller. This Tamiya armoured car was completed using just the colours in the set and a pencil for areas showing bare metal. A full article will be appearing in MMI soon.



Andy King details Dragon's sinister 251 Flammpanzerwagen, the Sd.Kfz 251/16.

FLAME GR



LLED

Sd.Kfz 251 Flammpanzerwagen production started in 1943 and was initially based on the Ausf C chassis then later on the Ausf D. The flame throwers themselves were mounted either side of the hull and could discharge a flame up to 50-60 metres (about 150-180 ft) separately with the range decreasing if both flame throwers were in operation.

The fuel was carried in tanks fitted inside the hull and was sufficient for 80 one second bursts. A DKW ZW 1101 two-stroke engine fitted at the rear of the fighting compartment was used to pump the fuel.

THE MODEL

The kit itself is typical Dragon with a lot of parts used for other variants. Again two types of track are present; the earlier type that is moulded on the sprue and later type EZ Track in a bag. An etch set is supplied as well as a length of string to represent the flame-thrower hoses. Three crew figures moulded in Dragon's DS Vinyl are included, a driver and two flame-thrower operators. The operators are in the special protective suits that were issued to these crews and have a choice of heads, as the DS Vinyl is near impossible to paint

these went into the bin. I would have preferred them moulded in the kit styrene.

CONSTRUCTION

The first thing to do with any Dragon 251 D is to skip stage 1. The gear box, battery and fuel tank are very nicely moulded but unless you are depicting a half Track with the floor plates missing you won't see them. The same goes with the etched parts for the lower hull, once you stick the running gear on you won't see this either. Stage 2 deals with the axles and as these are moulded separately and care must be taken in aligning correctly.

Stage 3 and 4 deal with the front axle and road wheels and here is one of my minor gripes with the kit, in that the drive sprockets are missing the small rollers between the two halves. However this is easily rectified with 1mm diameter plastic rod. Also the outer set of road wheels are missing the distinctive concave shape around the lightening holes as they are moulded flat. To try and improve the appearance I used a round reaming tool from a Dremel set in a pin vice and lightly reamed away the plastic around the holes taking care not to enlarge the holes whilst doing this. To smooth them out, I washed over the wheels with a small amount of liquid glue. ▶



This raised lump of plastic has to be removed to ensure the hull fits correctly.



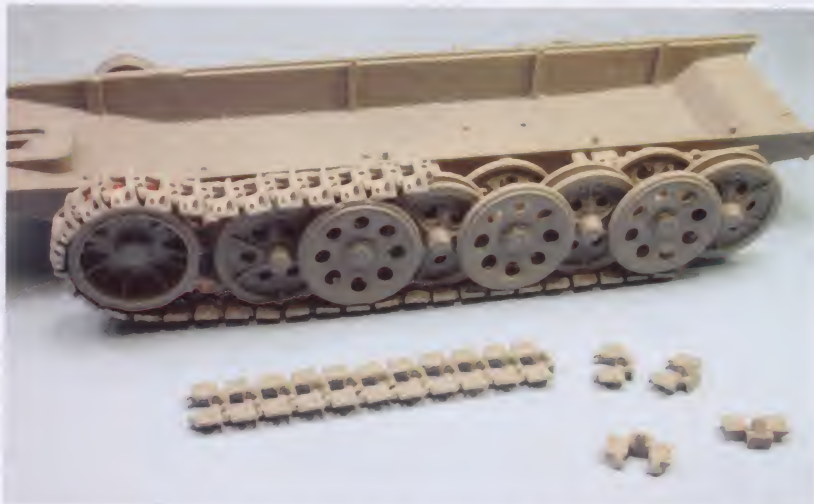
The line shows how much of the raised panel has to be removed from the left hand edge before the bulkhead will fit properly.



To ensure a good fit all around, first glue the hull side and rear plate to the lower chassis. Then glue the bulkhead and floor to the hull side. Generous use of masking tape will help during this stage.



Early Dragon 251 Half Track kit wheels didn't have the correct bevelled edge on the lightening holes. The author corrected this by using a reamer from a Dremel drill set. The rough edges were then smoothed over using liquid glue.



The wheels and sprockets were dry fitted to the lower hull and lengths of track were glued together then glued in place. The whole wheel and track assembly could be removed from the hull once the glue had set.

◀ Jumping well ahead of the instruction sequence, I added the tracks at this point using the earlier type off the sprues, as I didn't want to spend many hours filling and sanding the pin marks on the EZ Track. The wheels were dry fitted to the axles, then the tracks were glue to the wheels and left to set.

DKW 1101 PUMP

Stage 5 involves the assembly of the DKW 1101 pump engine. I didn't have much picture reference for this so I was going to build it as is, with no fancy stuff! However looking at the moulded valve wheels on the pipes I felt that they would look better in photo-etch so I sent off for the Eduard set and when it arrived replaced the valve wheels with etched items and it did look a lot better. (I know it's a bit excessive getting an etch set for 5 valve wheels, but hey...).

I added some pipe-work to the back of the pump from copper wire and brass strip to what I think is the fuel tank on top of the pump, as it is quite prominent from the reference pictures I had.

FIT ISSUES

Stages 6-10 and onto this 'plan' for getting the hull together. After reading a couple of posts on Internet forums about the poor fit of the hull and resulting gaps I sat down and had a play with all the lower hull parts. My method of getting it all together is to glue the bulkhead (B7) to the floor (A29) first and let it set. First remove the excess lumps of plastic at the front of the lower hull and about 1.5mm from the front of the raised sections by the driver and radio operators position. Glue the hull sides to the lower hull, then place the floor inside the hull and glue the bulkhead and floor to the hull

sides, taking care to keep the floor flat and taping the hull sides to the bulkhead to keep them together. At this point you can glue the rear plate (A6) in place too, again taping it all together. After it's all dry you can now glue part B9 into place and it should result in a good gap-less fit all round.

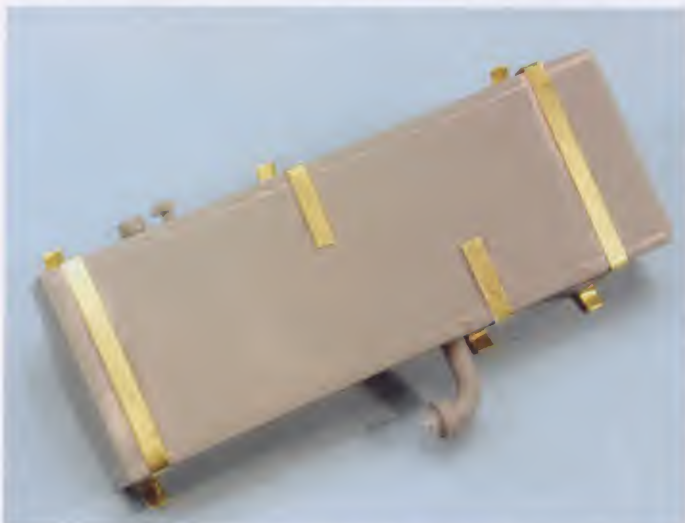
INTERIOR DECORATING

When dry you can detail the fighting compartment to your taste. I replaced the plastic blobs that the MP40's are attached too with clamps made from lead foil and removed the raised lines from the insides too. The Fug 5 radio was reworked to look like an Fug 5 radio and the rather chunky frame was discarded and replaced with one made from plastic strip. The fuel tanks were assembled but I wasn't happy with the kit supplied fixing straps so I took them off, filled the gaps and sanded smooth

then replaced the straps with lead foil. (The ones in the kit didn't fit to the hull properly anyway).

At this point take note that the pump lines (K37 and K38) fit into holes at the bottom of the fuel tanks, something which isn't made clear in the instructions, also Dragon fail to mention that you need to make 6 holes in the floor to locate the pump. I didn't spot this until the floor was fixed, however it worked out better in the end as the fit of the pump would have been tricky.

To aid fitting the pump the fuel tanks were fixed to the inside of the upper hull, after which the interior and pump were painted and weathered. With the painting finished I was ready to fix the two halves of the hull together and this was done with the pump loosely placed into the rear and the upper hull fixed into place with the aid of a lot of tape.



Thin strips of brass were used to replace the moulded on fuel tank retaining straps.



The level of detail included in the interior of the Dragon 251 is very good, however there is always room for improvement, in this case some Eduard etched brass parts have been incorporated.

One thing I have noticed in some pictures of '251s is that the cap that covers the engine crank on the front plate can be lost, so I drilled a 1.5 mm hole through the cap and two smaller ones, one either side. At the back of the hole the plastic was thinned out for a more scale appearance. The area inside the front hull was already black from the undercoat so the front plate was fixed to the hull.

SOME POINTERS

Once the hull had set all that was left to do was add the mudguards, storage lockers, front axle etc., however before adding the front mudguards it's worth filling all the location and (rather large) ejector pin holes underneath as these are quite visible on the finished model. Also note that on the exhaust according to the instructions once again, it would appear Dragon would have you glue part A3 INSIDE the exhaust box (A20 and C6). In fact it fits on TOP of the exhaust box. (I did find this out the hard way on an earlier 251 build)



The pump unit was detailed using parts from the Eduard etched set and brass strip. The etched valve wheels are a vast improvement over the kit parts.



In this view, the painted and weathered DKW 1101 pump has been painted and weathered, and is ready for fitting.

While in this area I replaced the moulded exhaust pipe with a short length of brass tube, drilled out to make the end thinner.

The shields for the MG and flame throwers were replaced with the Eduard ones and the barrels for the flame throwers were drilled out to refine them further, also a small square of 10thou plastic sheet

was added underneath the tube at the front (this stops the un-burnt flame fuel dribbling back along the bottom of the projector tube, Ed).

PAINTING

As with the inside of the hull, the exterior was washed down with warm soapy water and when fully dry the interior was carefully masked. A coat of Games Workshop Chaos Black was applied as a primer. I use this stuff now after near disastrous results on previous models with the Halfords spray cans I normally used. Halfords seem to have changed the recipe of their paints as I got a bad reaction after spraying it onto bare plastic, something that never happened before. Initially I thought

it was a rogue batch but further tests with new cans have produced the same result, even lifting old coats of their own brand that I sprayed a couple of years ago. Also the same thing has happened to a couple of modelling friends of mine so be warned!

CAMOUFLAGE

A well thinned coat of Tamiya XF-60 was misted over the top, ensuring that the black undercoat showed through as a pre-shade. Further coats were added to the middle of various panels, hull sides etc., to get the final Dark Yellow base coat. The camouflage was sprayed freehand but following (roughly) the kit instructions using XF-64 Red Brown and XF-58 Olive



The author opted to use the smaller shield included in the kit, but unfortunately no mention is made of these parts in the instructions!



Initially the author used the flame thrower shields from the Eduard set, but later decided to use the smaller ones included in the kit itself.



With the interior painting complete, the openings were masked off and the exterior primed using Games Workshop's Chaos Black.



The camouflage was applied using Tamiya Dark Yellow (XF-60) Red Brown (XF-64) and Olive Green (XF-58). Both the red brown and green were lightened with Flat Yellow (XF-3).

Green, both with drops of XF-3 Yellow added to lighten the colours although in the end the green still turned out a bit too dark.

Two coats of X-22 Clear were sprayed on in preparation for the (very minimal) decaling. Two options are included in the kit, both from unknown units and as I had sprayed a three-tone scheme '644' was going to be it. I had found a picture of this vehicle in the Panzertrucks book but it wasn't until near the end of the decaling session did it dawn on me that I needed numbers for the rear doors, Dragon only supply numbers for the hull sides. So after scouring the spares box, other Dragon 251's, in fact ANY German armoured vehicle

in the stash and coming up with nothing I had to order some Archer dry-print decals and hope they matched Dragon's decals. I suppose if I hadn't found the picture then I wouldn't have been any the wiser but there you are, a classic case of Advanced Modellers Syndrome. To

"To smooth them out I washed over the wheels with a small amount of liquid glue"

add to this the picture also shows the earlier type flame throwers with smaller shields fitted, so I ended up putting together the spare parts found in the kit (From the 251/16 C version) for these, plus some detailing from scratch using the

photos and drawings as a guide. Fortunately I kept the paint mixes so matching them to the newly painted model wasn't a problem.

WEATHERING

First the whole model was given a well thinned coat of Raw Umber

edges of the wheels. Various dots of different colour oil paints were applied to the model and using a brush moistened with white spirit the dots are worked into the surface to try and achieve some tonal variation. Rain streaks were applied with the Raw Umber/Burnt Umber mix in places then black pastel chalk was brushed into corners, recesses, panel lines etc.

SCRATCHES

Paint chipping was done by first applying a lightened base coat (in this case XF-60/XF-2 White) to the areas to be chipped, then Vallejo German Camo Black Brown was used for the dark area of the chip. However in some areas I just

and Burnt Umber oil paint, mixed in equal quantities followed by a pin wash around various details. Next a thinned 2:1 mix of Humbrol Matt 29 Dark Earth/Matt 33 Black was sprayed around the lower half of the vehicle including the outer



The model received a gloss coat and decals, followed by a mixture of Humbrol Dark Earth and Matt Black, which was been airbrushed around the lower hull.



The kit supplied tubing was too thick according to the author. After much searching, cable from a broken MP3 player proved to be ideal. Note the spare armoured glass vision blocks stowed on the side wall.

left the lightened base coat to represent scratches in the paint. Black pastel chalk was brushed on the hull sides where the flame throwers mainly pointed out as I believe this area would have been fairly well stained.

Mig Productions European Earth was the final stage of the weathering, applied mainly to the lower hull, tracks and wheels.

FINISHING OFF

With the painting finished I fixed the final sub assemblies to the model. Dragon supply string to represent the hoses for the flame throwers but it is far too thick. I tried a few things (unsuccessfully)

for the hose but in the end I used the cable from a set of my son's broken headphones from his MP3 player as the cable was just the right thickness. I cut it to length, removed the inner core and replaced it with wire to give the hose some rigidity then fixed them with cyano glue to the flame projectors. These were then fixed to the fuel supply pipes inside the hull as per the instructions then when set the projectors were fixed to the hull. Crew figures were a couple of slightly altered Tamiya items from the spares box with Hornet heads. They were painted using oils for the flesh and Humbrol enamels for the uniforms



Note from the Ed

The author has had real problems using Halfords primers. I personally use Hycote Grey primer and Satin Black, which work perfectly and are usually available from discount car accessory shops at much cheaper prices than the Halfords stuff.

CONCLUSION

A very good kit of yet another 251 variant however as with the previous Dragon kits in this series there are a couple of details that need addressing, such as the drive sprockets, road wheels etc that I've mentioned in the text but nothing that is beyond the skills of an average modeller. There is the fact that the hull is 2mm too wide (not that you'd notice anyway) and the bulkhead should be further forward, also the instructions need careful studying as it can catch you out in places. However it looks like a 251 to me and it hasn't stopped me from having four other 251's stashed in the loft for the future! ■

Modelspec

Dragon 1:35 Sd.Kfz.251/16 Ausf D Half Track Kit No.6247

Materials

Injection moulded grey coloured styrene, Clear styrene, DS Vinyl styrene, Etch metal sheet, String, Waterslide decals.

Paints used

Games Workshop
Chaos Black
Tamiya
XF-2 White, XF-3 Yellow, XF-58 Olive Green, XF-60 Dark Yellow, XF-64 Red Brown, X-22 Clear
Vallejo
819 Iraqi Sand, 822 German Camo Black Brown
Humbrol
Matt 29 Dark Earth, Matt 33 Black
Matt-Cote
27003 Polished Steel
Raw Umber and Burnt Umber oil paint.

Accessories

Eduard Etch Set 35-923.

References

Panzertracts No.15-3 Mittlerer
Schuetzenpanzerwagen (Sd.Kfz.251) Ausf. C and D
ISBN 0-9771643-5-7
Sd.Kfz In Polish Museums by Janus Ledwoch.
Wydawnictwo Militaria
ISBN 83-7219-061-5
Sd.Kfz 251 Tank Power Vol.VI. Wydawnictwo Militaria
ISBN 83-7219-215-4
Sd.Kfz 251 Tank Power Vol.X. Wydawnictwo Militaria
ISBN 83-7219-224-3
Shuetzenpanzerwagen-War Horse Of The Panzer-Grenadiers. Schiffer Publications ISBN 0-88740-402-2
Shuetzenpanzerwagen In Action. Squadron/Signal Publications
AFV Modeller Magazine Issue 18, Sept/Oct 2004

✓ Another good 251 variant. Welcome inclusion of etched parts.

✗ Tricky hull fit. Drive sprockets missing the small rollers. Instructions vague in areas.

Available from

All good model shops

Rating ●●●●●○○○



Even though the author experienced some fit issues which caused some frustration during the construction, the model still builds into a great looking replica.



VALLEJO GAME INKS

Creative Models have just taken stocks of Vallejo Game Inks. Although inks are generally associated with the painting of 'Warhammer' figures they still have lots of uses for military modelling. I, for instance have been using them to tint metallic colours to replicate the heat effects on the jet pipes of the RAF Chinook I'm currently building, and they have proved perfect for this. Thankfully these inks have sensible names i.e., red, black, and violet as opposed to elf snot yellow or goblin poo brown!

Available in their standard spill proof plastic 17 ml. bottle with eyedropper. All colours can be mixed with one another and diluted with water. These will complement perfectly the 72 Game Colors already in the range.

Available through your usual Vallejo stockists.

10/10 - The Editor



RESICAST

1:35 M4A4 SHERMAN DEEP WADING KIT 35.229

Released at this year's Euro Militaire show, this conversion kit is designed for the new Tasca Firefly, the series of M4A4s from Dragon and even Resicast's own M4A4s. The 50 resin pieces will give you the main deep wading attachments and all the small fittings. The 15 etched pieces give you the remainder of the fittings, the exhaust meshes and the main wading screens themselves.

The instructions consist of annotated black and white photos and as a bonus include a couple of pages of photos of the deep wading system in use. Instructions are also given for the difference in the wading screens between the M4A4 gun tank and M4A4 Firefly, so pay attention depending on what vehicle you are going to build.

This is a top notch set and the use of etched for the screens gives them a good scale thickness. The resin pieces in my example are all well cast with no flaws and should build up into an impressive and different looking vehicle.

Very highly recommended
Available from Resicast.com

10/10 - Graeme Carruthers



DELUXE MATERIALS

ROCKET CARD GLUE

First of all let me make this perfectly clear, this is not ordinary PVA, this glue grips instantly and doesn't soak through the paper like cyano can when gluing card or paper together. Rocket Card Glue is perfect for assembling items such as printed paper and card ration and water bottle boxes for example. This glue is definitely one of those products that I wondered how I lived without before using it. Totally recommended for anyone needing to bond card, paper or wood.

Available from www.deluxematerials.co.uk and www.historex-agents.com

10/10 - The Editor



LEGENDS

1:35 STUG III STOWAGE SET ITEM NO. LF1149

Hot on the footsteps of all their Allied stowage sets, Legends turn their attention to all things German. This set is designed for the Tamiya Stug III and includes a number of shaped resin drop-in pieces, individual items and an etched sheet containing engine grilles and the stowage rack itself.

One of the nicer touches is one of the stowage boxes with its lid half open, and its contents cast in place, ready to take a little careful painting to bring it to life.

Highly recommended.
Available from Friendship Models

8/10 - Graeme Carruthers



ARMoured BRIGADE MODELS

1:35 TASCA FIREFLY TURRET UPGRADE ABM-0168

The Tasca Firefly has been quiet rightly regarded as the best Sherman kit available in terms of detail and accuracy. However Armoured Brigade Models believe it can be improved even more so they have produced a new resin turret that contains a better cast texture, lots more minute casting numbers and weld seams. Also included is a lovely turned aluminium barrel with a brass muzzle brake to replace the kit's plastic barrel, which although nice, is split lengthwise meaning that careful some sanding has to be done to get the best results.

Definitely one for the purists out there, and I know there are a lot of you!

Highly recommended.
Available from Friendship Models

8/10 - Graeme Carruthers

SOVIET SU-85M TANK DESTROYER



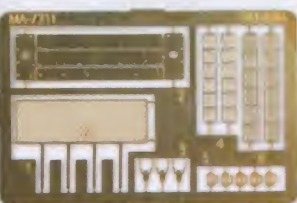
DRAGON

1:72 SOVIET SU-85M TANK DESTROYER ITEM NO 7211

The latest release from Dragon is the relatively obscure SU-85M Tank Destroyer and one of which I was unaware of until I did some research. The SU-85M was basically a SU-100 fitted with a 85mm gun as initially the Russians had problems producing the 100mm gun. The kit comprises 138 plastic parts, 14 etched brass, a set of DS100 tracks and two braided wires for tow cables. The parts are all crisply moulded and the mantlet has a really nice cast texture to it, road wheels are moulded separately and require minimal cleaning up which gets my vote. As with a lot of Dragon kits you get a lot of spare parts including a complete upper hull for a T-34, a set of auxiliary fuel tanks including separate holders and you also get a 100mm gun barrel for your spares box. Three marking options are included all for unknown soviet vehicles in 1945, two finished in overall green and one in whitewash. Recommended.

Available from all good model shops

9/10 - Jeff Adams



AOYUE

9050 ULTRASONIC CLEANER

Until now, ultrasonic cleaning baths have always been prohibitively expensive for hobby use, but thanks to Cammett we now have a sensibly priced unit available. This bath retails at only £29.95 and the first time I had to use it, it became obvious how useful it was, when I pulled my very dirty, paint encrusted airbrush apart, placed it into the cleaner and immersed it in airbrush cleaning fluid. The unit was then simply switched on and set to 99 seconds. In no time the paint started to break away from all the airbrush components leaving it absolutely spotless and without any of the laborious stripping, spraying, soaking, wiping and brushing normally associated with airbrush maintenance.

I have only scratched the surface for the uses of this ultrasonic cleaner, but one thing is for certain it has really made cleaning my airbrush a much less tedious chore.

Available from www.cammett.co.uk

10/10 - The Editor



ABER

ETCHED BRASS DETAIL SETS

1:48

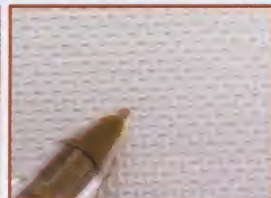
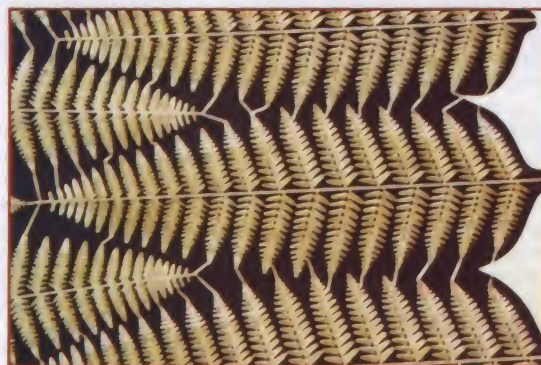
- SU-122 VOL 1 BASIC SET (FOR TAMIYA KIT) ITEM NO.48 032
- SU-122 VOL.2 FENDERS (FOR TAMIYA KIT) ITEM NO.48 033
- TIGER II PORSCHE TURRET (FOR TAMIYA KIT) ITEM NO.48 034
- TIGER II PRODUCTION TURRET (FOR TAMIYA KIT) ITEM NO.48 035
- TIGER II SIDE SKIRTS AND FENDERS (FOR TAMIYA KIT) ITEM NO.48 036
- 1:48 TURNED ALUMINIUM GUN BARRELS
- U.S. 75MM M3 BARREL FOR M4 SHERMAN ITEM NO.48L-03
- RUSSIAN 76.2MM F-34 BARREL FOR T34/76 1941-43 (FOR TAMIYA KIT) ITEM NO.48L-04
- GERMAN 75MM PAK39 L/48 FOR HETZER (FOR TAMIYA KIT) ITEM NO.48 L-05
- SOVIET 122MM M-30 BARREL FOR SU-122 ITEM NO.48L-10

1:35

- FORD GPA AMPHIBIAN 'JEEP' (FOR TAMIYA KIT) ITEM NO.35 106
- FERN FRONDS ITEM NO.35 D-36

1:16

- Panther G VOL.3 FENDERS FOR TAMIYA R/C ITEM NO.16 017



Incoming



ANDREA COLOR ACRYLIC MODEL PAINTS

On my recent visit to Historex agents, Lynn Sangster was kind enough to give me some samples of the Andrea Color range of acrylics produced in Spain, and designed with the military modeller in mind. As we would expect from a company such as Andrea, the paints are a quality product, offering a very good first-coat coverage when applied by brush. They can also be easily thinned with water and sprayed with excellent results as well. For the full listing of the range please check out the Historex website.

Available from www.historex-agents.com

10/10 - The Editor



DRAGON 1:72 M4A2 TARAWA ITEM NO 7305

Another Sherman release from Dragon and one that has been eagerly awaited by Sherman fans as it is the M4A2 as used by the US Marines during the Pacific campaign. This kit comes with 148 plastic parts, 14 etched brass and a set of DS100 tracks. This kit is basically the same as the Sherman MKIII with a few additions but this time the road wheels are accurate for a USMC version. Again the parts are crisply moulded with fine detail. You also get a lot of spare parts with this kit including a complete set of sand shields, spare hatches, some tools and a .50 cal machine gun. No less than seven marking options are included all from the 1st Marine Amphibious Corps Tank Battalion, all based on Tarawa (hence the title), but I must say the markings are not that inspiring. Overall a nice little kit and one which I will enjoy building and definitely be adding plank armour.

Available from all good model shops

9/10 - Jeff Adams



CROMWELL MODELS 1:72 COMBAT 72 SHOT KAL

New to Cromwell's very impressive range of Combat Ready vehicles is the Israeli Shot Kal version of the Centurion tank. This is the variant with the thermal sleeved main gun barrel and Blazer Armour as seen in many of the news reports from Lebanon in 1982. A nice touch is the inclusion of the A-framed pusher device fitted to the front hull which was used to remove obstacles placed in front of the tank especially in an urban environment. As with all kits in the range the model is designed with few parts but there are no instructions so references will have to be found.

The main hull and turret castings are fantastic examples of resin casting at its best and need to be seen to be believed. This kit will also be released soon in 1:35 as a conversion for the AFV Club Centurion.

Very highly recommended

Available from cromwellmodels.com

10/10 - Graham Carruthers

EXTRA TECH ETCHED DETAIL SETS

1:72

T-72 M1 EXTERNAL DETAILS (FOR

REVELL KIT) ITEM NO. EXV72101

M20 ARMoured UTILITY CAR

EXTERNAL DETAILS (ITALERI) EXV 72102

M8/M20 MUDGUARDS (FOR ITALERI

KIT) ITEM NO. EXV 72103

1:35

YPR 765 PRI EXTERNAL DETAILS (FOR

AFV CLUB KIT) ITEM NO. EXV 35037

Available from www.hannants.co.uk

10/10 - The Editor





RESCAST
1:35 BREN GUN AND TRIPOD SET
ITEM NO.35.273

For anyone wanting the very best 1:35 Bren guns available, look no further than these from Resicast. This set comes complete with four beautifully detailed machine guns, three tripods for either the sustained fire or anti aircraft role. To go with these are a small etched brass fret, ammo boxes, spare barrel and cleaning kit pouches and a very clear set of instructions, all of which make up a very comprehensive little set. Wholeheartedly recommended. Available from www.resicast.com and www.historex-agents.com
 10/10 - The Editor



MIG PRODUCTIONS
1:35 T-55 ELEVATED POSITION GUN MANTLET (FOR TAMIYA KIT)
ITEM NO. MP 35-148

Mig Productions have been producing some very nice updates for Tamiya's excellent T-55, from a very nice set of burnt out wheels to a conversion to produce a destroyed vehicle. The latest addition is this simple, yet superbly detailed mantlet, designed so the gun can be built in the raised position, as unfortunately the parts in the Tamiya kit only allow the gun to be fitted in the horizontal position, which limits its use to the modeller. The canvas cover has been faithfully reproduced, something that's not always easy to get right. Highly recommended for anyone needing this option on their latest T-55 project. Available from www.migproductions.com and distributed in the UK by Creative Models
 9.5/10 - The Editor



DRAGON
1:72 SHERMAN MKIII ITEM NO 7288

Get another Sherman release from Dragon this time the British Sherman MKIII (M4A2). The kit itself comprises of 136 plastic parts, 19 etched brass and a set of DS100 tracks. Again, as in all of Dragon's Sherman releases, the parts are finely moulded and highly detailed, highlights of which include easy to assemble 4 piece suspension units and separately moulded periscopes on all the hatches. As Dragon have been using generic sprues the kit comes with a few spares including a .50 Cal machine gun although in this case without the firing handles. Although Dragon's use of generic sprues has backfired as the wheels supplied in this kit are incorrect for the Sherman MKIII, which is a real shame. Three marking options are included, all tanks of the Royal Wiltshire Yeomanry based in Syria, 1943 and all finished in Desert camouflage. Overall this is a nice little kit, but Sherman buffs will be disappointed with the inaccurate wheels. Available from all good model shops.
 7/10 - Jeff Adams



RESCAST
1:35 UK TANK ACCESSORIES SET ITEM NO.35.266

Another Euro Militaire release from Graeme at Resicast is this great accessory set that can be used to decorate your next commonwealth vehicle or diorama. Included in this set are turret bomb-throwers, both early and late, helmets with liners, funnels, cookers, biscuit tins, mugs, various lengths of Sherman and Churchill track, US and UK pattern spades and a whole heap of other resin goodies. An etched sheet gives you handles for some of the resin parts, surrounds for the British style tank radio pot and 4 saws blades that will fit on to resin handles. This is a great little set and should fill up the spares box of every modeller out there building commonwealth vehicles. Very highly recommended. Available from Resicast.com
 9/10 - Graham Carruthers





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Next Issue

On sale January 3rd 2007



WACHT AM RHEIN PART 2

Frank Helmling concludes his 1:16 King Tiger feature, this time he describes how he achieved the realistic finish.



HYDRAULIC PALM TREE

The Editor builds Italeri's latest 1:48 Chinook, the RAF HC.1. Hopefully it won't take as long as the CH-46 took to finish!

FOR YOUR SAFETY



Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

PAINT IT BLACK

Robert Doepp explains how to paint panzer crewmen's black uniforms realistically.



...and much more!

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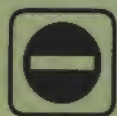
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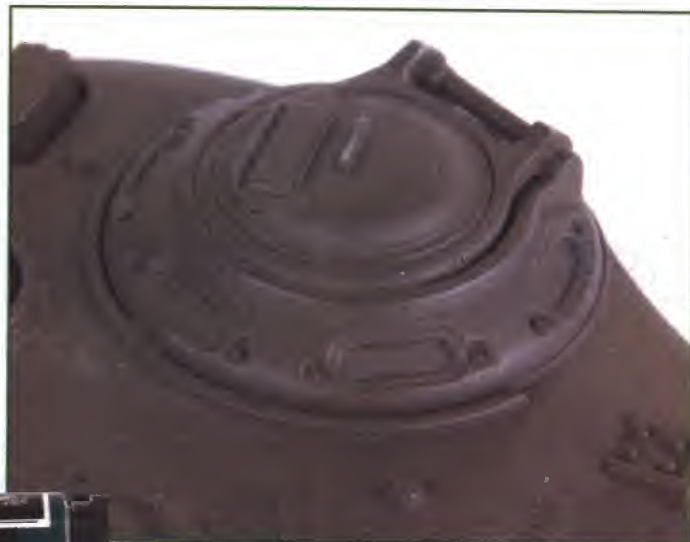
Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!



PAINTING PERISCOPES

I have found trying to simulate armoured glass, (you know, the stuff with the green/blue tint), can be difficult to make look realistic.

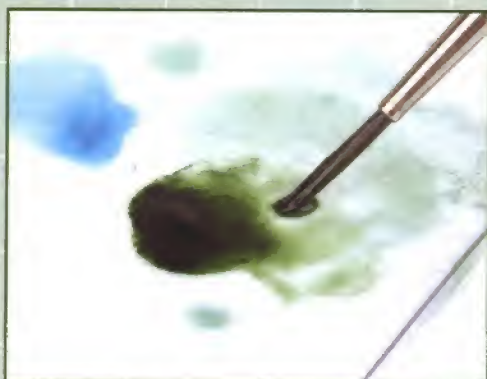
With a lot of trial and error I have settled on this technique using a combination of acrylic based paints and enamel based varnish. ■



Vallejo Acrylic Intermediate Green, Prussian Blue and German Yellow are mixed together until the desired shade is obtained. The final shade is a matter of personal preference, but as long as it's a bluey-green you can't go far wrong.



Keeping the paint thin will help it flow right up to the edges, ensuring nice smooth borders around the inner framework.



Once the acrylic has been allowed to dry, Humbrol Gloss Cote and 502 Abteilung 'Faded Green' oil paint are mixed together to form a glaze and then flowed into each periscope. When doing this, try to keep the periscope horizontal, this will ensure the glaze collects evenly around the circumference. Leave plenty of time for the glaze to dry fully before applying further coats as necessary.



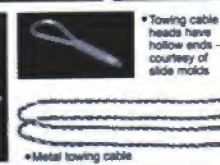
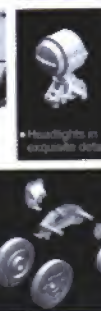
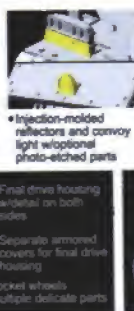
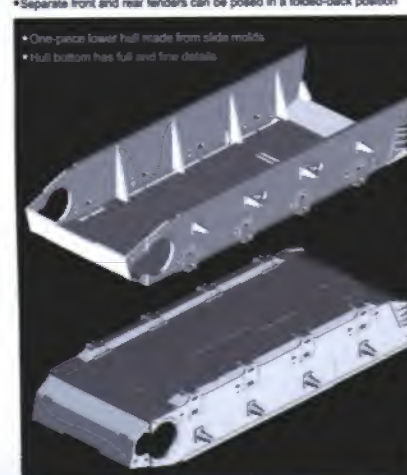
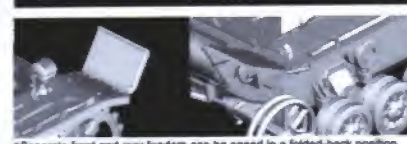
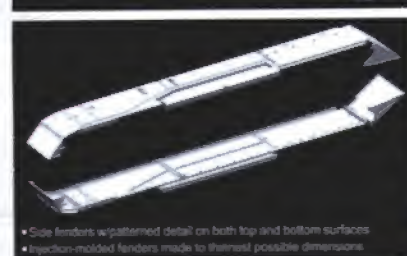
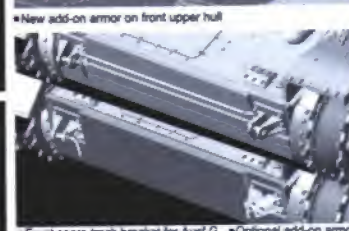
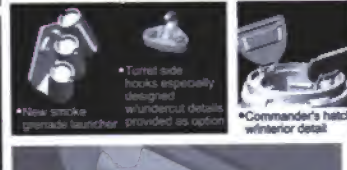
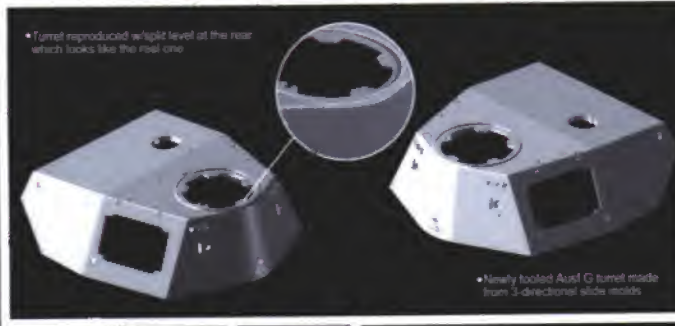


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THE FOX AND HIS GRIFFIN

1/48 German Sd.Kfz.250/3 Greif Item 32550

Rommel's Greif joins the 1/48 MM Series

Field Marshal Erwin Rommel, the legendary "Desert Fox" of Germany's Africa Corps, was famous for leading his frontline troops from various command vehicles and liaison aircraft. Tamiya now proudly presents one of his signature mounts, the Sd.Kfz.250/3 Greif, as the landmark 50th model in our 1/48 MM Series. The half-track's exterior highlights, such as multi-faceted hull shape and large frame antenna, are sharply reproduced together with the driver's position, radio set, and other intricate interior details. Features that are specific to the Greif such as stretched fenders, headlights, and rear observation window are faithfully rendered, and a die-cast chassis adds even more realism. 3 figures depicting Rommel with 2 crew members are included for diorama creation straight from the box, and the Greif is also perfect for display alongside other Africa Corps models like the Kübelwagen, Tiger I Initial Production, and the upcoming 1/48 Aircraft Series Fieseler Fi156C Storch.



1/48 MM Series Forges Ahead

Even after reaching 50 models, Tamiya continues to expand our diverse line-up of diorama-friendly 1/48 MM Series models. Keep your eyes peeled for the M8 Greyhound and Steyr Type 1500A Kommandeurwagen. Both models feature the high quality, detail and ease of assembly that Tamiya models are respected for around the world.



1/48 U.S. M8 Light Armored Car "Greyhound" (32551)



1/48 German Steyr Type 1500A Kommandeurwagen (32553)



1/48 Supermarine Spitfire Mk.Vb
w/7 Royal Air Force Crew Figures (89730)



1/48 Citroën Traction 11CV Staff Car
w/7 Luftwaffe Crew Figures (89731)

Expand Your Horizons

These two limited edition sets feature the Spitfire Mk.Vb or Citroën 11CV conveniently paired with 7 figures in realistic poses to encourage modelers to explore the exciting world of cross-genre diorama creation.



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